

21 June 2018

Statement 2017/18:TU21

Subsidiarity check Proposal for a regulation of the European Parliament and of the council on streamlining measures for advancing the realisation of the trans-European transport network

Annex 2

Reasoned opinion of the Riksdag on COM(2018)277

The Riksdag would like to begin by bringing to mind that it has in previous contexts pointed out that a smoothly functioning and long-term sustainable transport system is an important pre-condition for meeting the challenge of climate change and strengthening the EU's competitiveness and growth potential. Like the Commission, the Riksdag considers that infrastructure investments, among them the completion of the TEN-T, are a significant tool to promote a transition to such a transport system. In this connection, the Riksdag welcomes the Commission's three parts of the Mobility Package, in which the proposed regulation on measures for advancing the realisation of the TEN-T is included.

The proposal aims to avoid delays and uncertainties when TEN-T projects are being implemented and involves the introduction of an integrated permit granting procedure. In the opinion of the Riksdag, it is of great importance that the TEN-T is implemented without unnecessary delays. The Riksdag can thus welcome the purpose of the Commission's proposal. However, at the same time the Riksdag has misgivings about parts of the regulation's compatibility with the principle of subsidiarity, which is further explained below.

More specifically, the Riksdag has objections as regards subsidiarity to the provisions in Articles 4–6 on the introduction of an integrated permit granting procedure for projects on the TEN-T's core network. The Riksdag would like to recall that the TEN-T basically consists of national transport networks, which are in turn the subject of national planning and permit granting procedures. The TEN-T is thus already an integrated part of planning and permit granting procedures at national level. Furthermore, the

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Riksdag has learnt that the Swedish Government is actively involved in implementing the TEN-T regulation and is taking into account the Riksdag's objectives and intentions, as well as EU objectives, in the planning of transport infrastructure. EU objectives in the TEN-T regulation are also well in line with Swedish transport policy objectives.

Like the Government, the Riksdag therefore sees no need for EU legislation to thoroughly control national planning and permit granting procedures and the functioning of national institutions, including local and regional self-government. The Riksdag instead considers that the objective of the proposed regulation, that is to avoid delays and uncertainties in connection with the implementation of the TEN-T core network, can best be achieved by means of procedures that are based on and take into consideration national, regional and local conditions, knowledge and resources.

In the proposal, the Commission states that an integrated permit granting procedure will reduce the complexity of the decision-making process while at the same time increasing efficiency and improving transparency. However, the Riksdag fears that the proposal will have the opposite effect in the member states that already have smoothly functioning planning and permit granting procedures, namely worse possibilities for cost-effective decisions, as local and regional conditions and funding opportunities would not be taken into account. However, as far as the proposed measures on priority status for projects of common interest, increased powers for European coordinators and the provision of technical assistance are concerned, the Riksdag has no objections.

In summary, although the Riksdag can agree with the objective of the proposal from the Commission, it finds that the parts of the proposal that involve the introduction of an integrated planning and permit granting procedure conflict with the principle of subsidiarity.