



**2018/0228(COD)**

12.9.2018

# **AMENDMENTS**

## **15 - 89**

**Draft opinion**  
**Fabio Massimo Castaldo**  
(PE627.015v01-00)

Establishing the Connecting Europe Facility and repealing Regulations (EU)  
No 1316/2013 and (EU) No 283/2014

Proposal for a regulation  
(COM(2018)0438 – C8-0255/2018 – 2018/0228(COD))



**Amendment 15**  
**Sabine Lösing**

**Proposal for a regulation**

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*Proposal for a rejection*

*The Committee on Foreign Affairs calls on the Committee on Industry, Research and Energy and the Committee on Transport and Tourism, as the committees responsible, to propose rejection of the Commission proposal.*

Or. en

*Justification*

*Rejects the incorporation of the military into the Connection Europe Facility since the dual (civil-military) use approach for infrastructure projects will mean a cut of funds for purely civilian projects as the added value for military deployment will be prioritised. Is further of the opinion that the proposal is not in line with Article 41(2) TEU which states that expenditure arising from operations having military or defence implications cannot be charged to the Union budget.*

**Amendment 16**  
**Jean-Luc Schaffhauser**

**Proposal for a regulation**  
**Recital 1**

*Text proposed by the Commission*

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the **Union needs** an up-to-date, high-performance infrastructure to help connect and integrate **the Union and all its** regions, in the transport, telecommunications and energy sectors. **Those connections should help to improve the free movement of persons, goods, capital and services.** The trans-European networks should **facilitate cross-border connections**, foster greater economic, social and territorial cohesion and

*Amendment*

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the **Member States need** an up-to-date, high-performance infrastructure to help connect and integrate all regions, in the transport, telecommunications and energy sectors. The trans-European networks should foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

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Or. fr

### **Amendment 17**

**Tunne Kelam, Michael Gahler**

#### **Proposal for a regulation**

##### **Recital 1**

###### *Text proposed by the Commission*

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

###### *Amendment*

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation **and to guarantee the security of its citizens and territory**, the Union needs an up-to-date, **resilient and** high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion, **foster military mobility** and contribute to a more competitive social market economy and to combating climate change.

Or. en

### **Amendment 18**

**Hilde Vautmans, Urmas Paet, Petras Auštrevičius, Javier Nart, Marietje Schaake**

#### **Proposal for a regulation**

##### **Recital 1**

###### *Text proposed by the Commission*

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stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections *for civil and military purposes*, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Or. en

## **Amendment 19** **Jean-Luc Schaffhauser**

### **Proposal for a regulation** **Recital 2**

#### *Text proposed by the Commission*

(2) The aim of the Connecting Europe Facility (the ‘Programme’) is to accelerate investment in the field of trans-European networks and to leverage funding from both the public and the private sectors, while increasing legal certainty and respecting the principle of technological neutrality. The Programme should enable synergies between the transport, energy and digital sectors to be harnessed to the full extent, *thus enhancing the effectiveness of Union action* and *enabling* implementing costs to be optimised.

#### *Amendment*

(2) The aim of the Connecting Europe Facility (the ‘Programme’) is to accelerate investment in the field of trans-European networks and to leverage funding from both the public and the private sectors, while increasing legal certainty and respecting the principle of technological neutrality. The Programme should enable synergies between the transport, energy and digital sectors to be harnessed to the full extent, and *enable* implementing costs to be optimised.

Or. fr

## **Amendment 20** **Jean-Luc Schaffhauser**

## Proposal for a regulation

### Recital 4

#### *Text proposed by the Commission*

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25 % of the EU budget expenditures supporting climate objectives<sup>3</sup>. Actions under this Programme are expected to contribute 60 % of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100 % for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO<sub>2</sub> transportation and renewable energy; ii) 40 % for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

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<sup>3</sup> COM(2018) 321, p. 13.

#### *Amendment*

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25 % of the EU budget expenditures supporting climate objectives<sup>3</sup>. Actions under this Programme are expected to contribute 60 % of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100 % for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO<sub>2</sub> transportation and renewable energy; ii) 40 % for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the **Member States** coherently with the guidance developed for other programmes of the Union where relevant.

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<sup>3</sup> COM(2018) 321, p. 13.

**Amendment 21**  
**Francisco Assis**

**Proposal for a regulation**  
**Recital 5 a (new)**

*Text proposed by the Commission*

*Amendment*

**(5a) *The European Union must bring its energy policy in line with its external policy objectives, particularly in respect of relations with third countries.***

Or. pt

**Amendment 22**  
**Francisco Assis**

**Proposal for a regulation**  
**Recital 5 b (new)**

*Text proposed by the Commission*

*Amendment*

**(5b) *The diversification of energy sources and supply routes must be made be a priority for European Union investment so as to ensure lower exposure to global energy price volatility and disruptions to the world's energy supply.***

Or. pt

**Amendment 23**  
**Francisco Assis**

**Proposal for a regulation**  
**Recital 5 c (new)**

*Text proposed by the Commission*

*Amendment*

**(5c) *The development of strategic***

*infrastructures in the energy sector must take into account the need to put an end to the isolation from the power grid of areas known as ‘energy islands’.*

Or. pt

**Amendment 24**  
**Francisco Assis**

**Proposal for a regulation**  
**Recital 5 d (new)**

*Text proposed by the Commission*

*Amendment*

*(5d) Establishing energy interconnections between Member States will help reduce dependence on suppliers from third countries.*

Or. pt

**Amendment 25**  
**Hilde Vautmans, Urmas Paet, Petras Auštrevičius, Javier Nart, Marietje Schaake**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

*Amendment*

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the

(6) An important objective of this Programme is to deliver increased synergies between the transport (*civil and military*), energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the



investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

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Or. en

**Amendment 26**  
**Geoffrey Van Orden**

**Proposal for a regulation**  
**Recital 7**

*Text proposed by the Commission*

(7) The trans-European transport network (TEN-T) guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council<sup>4</sup> (hereafter ‘TEN-T guidelines’) identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of the core network by 2030 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure.

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<sup>4</sup> Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

*Amendment*

(7) The trans-European transport network (TEN-T) guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council<sup>4</sup> (hereafter ‘TEN-T guidelines’) identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of the core network by 2030 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure. ***Account will also be taken of military mobility requirements in this process, with due consultation with NATO.***

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<sup>4</sup> Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

Or. en

**Amendment 27**  
**Tunne Kelam, Michael Gahler**

**Proposal for a regulation**  
**Recital 8**

*Text proposed by the Commission*

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 **and** to the overall network development regarding performance and interoperability.

*Amendment*

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013, to the overall network development regarding performance and interoperability **and enabling dual use of infrastructure by integrating the military mobility needs into the TEN-T networks.**

Or. en

**Amendment 28**  
**Geoffrey Van Orden**

**Proposal for a regulation**  
**Recital 10**

*Text proposed by the Commission*

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented<sup>5</sup> "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

*Amendment*

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented<sup>5</sup> "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. **At the same time due consideration must be given for military mobility factors.** These initiatives should be accompanied by Union financial support, where relevant through this Programme.

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<sup>5</sup> Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

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<sup>5</sup> Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Or. en

**Amendment 29**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Recital 10**

*Text proposed by the Commission*

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented<sup>5</sup> "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

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<sup>5</sup> Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

*Amendment*

(10) It is necessary to promote investments in favour of smart, ***interoperable***, sustainable, ***multimodal***, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented<sup>5</sup> "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

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<sup>5</sup> Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Or. en

**Amendment 30**  
**Fabio Massimo Castaldo**

**Proposal for a regulation**  
**Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

***(11a) In order to enhance the interoperability in the Single European Railway Area and the improvement of the Single European Sky, guaranteeing the implementation of dual use standards, the horizontal priorities as defined in Part III of Annex to this Regulation to deploy ERTMS and SESAR should be implemented to complete the deployment in the TEN-T core network corridors. A sufficient amount should be made available to the projects through a contribution from this Programme. The Funding should be made available for infrastructure and on-board equipment.***

Or. en

**Amendment 31**  
**Tunne Kelam, Michael Gahler**

**Proposal for a regulation**  
**Recital 14**

*Text proposed by the Commission*

*Amendment*

(14) Following the Joint Communication on improving military mobility in the European Union of November 2017<sup>9</sup>, the Action Plan on Military Mobility adopted on 28 March 2018 by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy<sup>10</sup> highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T. The Action Plan indicates that by mid-2018, the Council is invited to consider and validate the military requirements in relation to transport infrastructure and that, by 2019 the Commission services will identify the parts of the trans-European

(14) Following the Joint Communication on improving military mobility in the European Union of November 2017<sup>9</sup>, the Action Plan on Military Mobility adopted on 28 March 2018 by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy<sup>10</sup> highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T, ***with the overall view of protecting and defending citizens and Member States territory, meaning improving mobility and military mobility across the Union and by that enhancing the EU's preparedness and increasing the EU's deterrence***

transport network suitable for military transport, including necessary upgrades of existing infrastructure. Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of specific work programmes specifying the applicable requirements as defined in the context of the Action Plan.

*posture in the face of potential adversaries and crisis situations with the strategic aim of contributing to achieving the EU level of ambition in defence and security policy. By means of the Action Plan on Military Mobility, military mobility will be facilitated through concrete measures in a number of areas, in close cooperation and coordination between relevant institutions. The Member States should take the lead in coordinating the efforts to ensure full complementarity, especially vis-à-vis relevant actors, such as NATO, and in coordination with efforts under the Permanent Structured Cooperation.* The Action Plan indicates that by mid-2018, the Council is invited to consider and validate the military requirements in relation to transport infrastructure and that, by 2019 the Commission services will identify the parts of the trans-European transport network suitable for military transport, including necessary upgrades of existing infrastructure *and bridging the gap for existing, but not yet constructed infrastructure projects.* Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of specific work programmes specifying the applicable requirements as defined in the context of the Action Plan.

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<sup>9</sup> JOIN(2017) 41

<sup>10</sup> JOIN(2018) 5

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<sup>9</sup> JOIN(2017) 41

<sup>10</sup> JOIN(2018) 5

Or. en

## **Amendment 32**

**Hilde Vautmans, Urmas Paet, Petras Auštrevičius, Javier Nart, Marietje Schaake**

### **Proposal for a regulation**

#### **Recital 14**

(14) Following the Joint Communication on improving military mobility in the European Union of November 2017<sup>9</sup>, the Action Plan on Military Mobility adopted on 28 March 2018 by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy<sup>10</sup> highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T. The Action Plan indicates that by mid-2018, the Council is invited to consider and validate the military requirements in relation to transport infrastructure and that, by 2019 the Commission services will identify the parts of the trans-European transport network suitable for military transport, including necessary upgrades of existing infrastructure. Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of specific work programmes specifying the applicable requirements as defined in the context of the Action Plan.

(14) Following the Joint Communication on improving military mobility in the European Union of November 2017<sup>9</sup>, the Action Plan on Military Mobility adopted on 28 March 2018 by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy<sup>10</sup> highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T. The Action Plan indicates that by mid-2018, the Council is invited to consider and validate the military requirements in relation to transport infrastructure and that, by 2019 the Commission services will identify the parts of the trans-European transport network suitable for military transport, including necessary upgrades of existing infrastructure. ***It is important that the timetable in the Action Plan is adhered to, both by the EU and by Member States.*** Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of specific work programmes specifying the applicable requirements as defined in the context of the Action Plan. ***Dual-use military mobility projects financed under CEF will enhance overall European security as they will not only enhance the safety of the infrastructure for citizens but will also improve the credibility of the EU's defence and deterrence. Efficient military mobility is a crucial element for strong external borders and will help EU Member States that are also NATO member states to meet their Article 5 commitments.***

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<sup>9</sup> JOIN(2017) 41

<sup>10</sup> JOIN(2018) 5

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<sup>9</sup> JOIN(2017) 41

<sup>10</sup> JOIN(2018) 5

Or. en

**Amendment 33**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Recital 14**

*Text proposed by the Commission*

(14) Following the Joint Communication on improving *military* mobility in the European Union of November 2017<sup>9</sup>, the Action Plan on *Military* Mobility adopted on 28 March 2018 by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy<sup>10</sup> highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T. The Action Plan indicates that by mid-2018, the Council is invited to consider and validate the *military* requirements in relation to transport infrastructure and that, by 2019 the Commission services will identify the parts of the trans-European transport network suitable for *military* transport, including necessary upgrades of existing infrastructure. Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of specific work programmes specifying the applicable requirements as defined in the context of the Action Plan.

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<sup>9</sup> JOIN(2017) 41

<sup>10</sup> JOIN(2018) 5

*Amendment*

(14) Following the Joint Communication on improving *dual* mobility (*civil and defence*) in the European Union of November 2017<sup>9</sup>, the Action Plan on *Dual* Mobility (*civil and defence*) adopted on 28 March 2018 by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy<sup>10</sup> highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T, *with the overall view of improving mobility across the Union*. The Action Plan indicates that by mid-2018, the Council is invited to consider and validate the *dual* requirements (*civil and defence*) in relation to transport infrastructure and that, by 2019 the Commission services will identify the parts of the trans-European transport network suitable for *dual* transport (*civil and defence*), *ensuring their civilian usage is not jeopardised*, including necessary upgrades of existing infrastructure. Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of specific work programmes specifying the applicable requirements as defined in the context of the Action Plan.

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<sup>9</sup> JOIN(2017) 41

<sup>10</sup> JOIN(2018) 5

Or. en

**Amendment 34**  
**Geoffrey Van Orden**

**Proposal for a regulation**  
**Recital 14**

*Text proposed by the Commission*

(14) Following the Joint Communication on improving military mobility in the European Union of November 2017<sup>9</sup>, the Action Plan on Military Mobility adopted on 28 March 2018 by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy<sup>10</sup> highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T. The Action Plan indicates that by mid-2018, the Council is invited to consider and validate the military requirements in relation to transport infrastructure and that, by 2019 the Commission *services will identify* the parts of the trans-European transport network suitable for military transport, including necessary upgrades of existing infrastructure. Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of specific work programmes specifying the applicable requirements as defined in the context of the Action Plan.

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<sup>9</sup> JOIN(2017) 41

<sup>10</sup> JOIN(2018) 5

*Amendment*

(14) Following the Joint Communication on improving military mobility in the European Union of November 2017<sup>9</sup>, the Action Plan on Military Mobility adopted on 28 March 2018 by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy<sup>10</sup> highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T. The Action Plan indicates that by mid-2018, the Council is invited to consider and validate the military requirements in relation to transport infrastructure and that, by 2019 the Commission *and NATO will have identified* the parts of the trans-European transport network suitable for military transport, including necessary upgrades of existing infrastructure. Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of specific work programmes specifying the applicable requirements as defined in the context of the Action Plan.

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<sup>9</sup> JOIN(2017) 41

<sup>10</sup> JOIN(2018) 5

Or. en

**Amendment 35**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Recital 14 a (new)**



***(14a) The establishment of the Action Plan on Dual Mobility (civil and defence) within the Union is part of the major goal of improving EU mobility, while responding to the logistical and mobility challenges set out in the EU's security and defence policy (CSDP). To this end, it is essential to harmonise cross-border and customs standards and regulations, as well as administrative and legislative procedures. The role of EU joint undertakings is crucial for these administrative and legislative harmonisation processes, both for CEF and the Action Plan on Dual Mobility (civil and defence). Dual Mobility (civil and defence) is expected to add up to the development of CEF by helping with the budget and solving new and upcoming needs.***

Or. en

### **Amendment 36**

**Fabio Massimo Castaldo**

### **Proposal for a regulation**

#### **Recital 21**

*Text proposed by the Commission*

(21) The achievement of the digital single market relies on the underlying digital connectivity infrastructure. The digitalisation of European industry and the modernisation of sectors like transport, energy, healthcare and public administration depend on universal access to reliable, affordable, high and very high capacity networks. Digital connectivity has become one of the decisive factors to close economic, social and territorial divides, supporting the modernisation of local economies and underpinning the

*Amendment*

(21) The achievement of the digital single market relies on the underlying digital connectivity infrastructure. The digitalisation of European industry and the modernisation of sectors like transport, energy, healthcare and public administration depend on universal access to reliable, affordable, **secure**, high and very high capacity networks. Digital connectivity has become one of the decisive factors to close economic, social and territorial divides, supporting the modernisation of local economies and

diversification of economic activities. The scope of intervention of the Programme in the area of digital connectivity infrastructure should be adjusted to reflect its increasing importance for the economy and the society at large. Therefore, it is necessary to set out the digital connectivity infrastructure projects of common interest needed to meet Union's digital single market objectives, and to repeal Regulation (EU) No 283/2014 of the European Parliament and of the Council<sup>14</sup>

underpinning the diversification of economic activities. The scope of intervention of the Programme in the area of digital connectivity infrastructure should be adjusted to reflect its increasing importance for the economy and the society at large. ***This can only be achieved considering key aspects of the digital domain, such as privacy and cyber security, that play an enabling role in the digital domain.*** Therefore, it is necessary to set out the digital connectivity infrastructure projects of common interest needed to meet Union's digital single market objectives, and to repeal Regulation (EU) No 283/2014 of the European Parliament and of the Council<sup>14</sup>

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<sup>14</sup> Regulation (EU) No 283/2014 of the European Parliament and of the Council of 11 March 2014 on guidelines for trans-European networks in the area of telecommunications infrastructure and repealing Decision No 1336/97/EC (OJ L 86, 21.3.2014, p. 14).

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<sup>14</sup> Regulation (EU) No 283/2014 of the European Parliament and of the Council of 11 March 2014 on guidelines for trans-European networks in the area of telecommunications infrastructure and repealing Decision No 1336/97/EC (OJ L 86, 21.3.2014, p. 14).

Or. en

## **Amendment 37**

**Tunne Kelam, Michael Gahler**

### **Proposal for a regulation**

#### **Recital 21**

#### *Text proposed by the Commission*

(21) The achievement of the digital single market relies on the underlying digital connectivity infrastructure. The digitalisation of European industry and the modernisation of sectors like transport, energy, healthcare and public administration depend on universal access to reliable, affordable, high and very high capacity networks. Digital connectivity has become one of the decisive factors to close

#### *Amendment*

(21) The achievement of the digital single market relies on the underlying digital connectivity infrastructure. The digitalisation of European industry and the modernisation of sectors like ***such as*** transport, energy, healthcare, ***security, defence*** and public administration depend on universal access to reliable, affordable, ***resilient***, high and very high capacity networks. Digital connectivity has become

economic, social and territorial divides, supporting the modernisation of local economies and underpinning the diversification of economic activities. The scope of intervention of the Programme in the area of digital connectivity infrastructure should be adjusted to reflect its increasing importance for the economy and the society at large. Therefore, it is necessary to set out the digital connectivity infrastructure projects of common interest needed to meet Union's digital single market objectives, and to repeal Regulation (EU) No 283/2014 of the European Parliament and of the Council<sup>14</sup>

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<sup>14</sup> Regulation (EU) No 283/2014 of the European Parliament and of the Council of 11 March 2014 on guidelines for trans-European networks in the area of telecommunications infrastructure and repealing Decision No 1336/97/EC (OJ L 86, 21.3.2014, p. 14).

one of the decisive factors to close economic, social and territorial divides, supporting the modernisation of local economies and underpinning the diversification of economic activities. The scope of intervention of the Programme in the area of digital connectivity infrastructure should be adjusted to reflect its increasing importance for the economy and the society at large. Therefore, it is necessary to set out the digital connectivity infrastructure projects of common interest needed to meet Union's digital single market objectives, and to repeal Regulation (EU) No 283/2014 of the European Parliament and of the Council<sup>14</sup>

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<sup>14</sup> Regulation (EU) No 283/2014 of the European Parliament and of the Council of 11 March 2014 on guidelines for trans-European networks in the area of telecommunications infrastructure and repealing Decision No 1336/97/EC (OJ L 86, 21.3.2014, p. 14).

Or. en

## **Amendment 38** **Geoffrey Van Orden**

### **Proposal for a regulation** **Recital 28**

#### *Text proposed by the Commission*

(28) The deployment of backbone electronic communications networks, including with submarine cables connecting European territories to third countries on other continents or connecting European islands or overseas territories to the mainland, is needed in order to provide necessary redundancy for such vital infrastructure, and to increase the capacity and resilience of the Union's digital networks. However, such projects are often

#### *Amendment*

(28) The deployment of backbone electronic communications networks, including with submarine cables connecting European territories to third countries on other continents or connecting European islands or overseas territories to the mainland, is needed in order to provide necessary redundancy for such vital infrastructure, and to increase the capacity and resilience of the Union's digital networks. However, such projects are often

commercially non-viable without public support.

commercially non-viable without public support. ***Given the vulnerability of submarine cables to hostile actions, consideration should be given to their security when determining their placement.***

Or. en

**Amendment 39**  
**Geoffrey Van Orden**

**Proposal for a regulation**  
**Recital 30**

*Text proposed by the Commission*

(30) The Union has developed its own satellite Positioning, Navigation and Timing (PNT) technology (EGNOS/Galileo) and its own Earth observation system (Copernicus). Both EGNOS/Galileo and Copernicus offer advanced services which provide important economic benefits to public and private users. Therefore any transport, energy or digital infrastructure funded by the Programme - that makes use of PNT or Earth observations services - should be technically compatible with EGNOS/Galileo and Copernicus.

*Amendment*

(30) The Union has developed its own satellite Positioning, Navigation and Timing (PNT) technology (EGNOS/Galileo) and its own Earth observation system (Copernicus). Both EGNOS/Galileo and Copernicus offer advanced services which provide important economic benefits to public and private users. Therefore any transport, energy or digital infrastructure funded by the Programme - that makes use of PNT or Earth observations services - should be technically compatible with EGNOS/Galileo and Copernicus. ***Given the importance of Galileo for government applications, third country allies which have been involved in the development of the project should be entitled to full access to all aspects of the Galileo system.***

Or. en

**Amendment 40**  
**Jean-Luc Schaffhauser**

**Proposal for a regulation**  
**Recital 30**

*Text proposed by the Commission*

(30) The Union *has* developed *its own* satellite Positioning, Navigation and Timing (PNT) technology (EGNOS/Galileo) and *its own* Earth observation system (Copernicus). Both EGNOS/Galileo and Copernicus offer advanced services which provide important economic benefits to public and private users. Therefore any transport, energy or digital infrastructure funded by the Programme - that makes use of PNT or Earth observations services - should be technically compatible with EGNOS/Galileo and Copernicus.

*Amendment*

(30) The Union, *the European Space Agency and ministries in some Member States have* developed *a* satellite Positioning, Navigation and Timing (PNT) technology (EGNOS/Galileo) and *an* Earth observation system (Copernicus). Both EGNOS/Galileo and Copernicus offer advanced services which provide important economic benefits to public and private users. Therefore any transport, energy or digital infrastructure funded by the Programme - that makes use of PNT or Earth observations services - should be technically compatible with EGNOS/Galileo and Copernicus.

Or. fr

**Amendment 41**  
**Jean-Luc Schaffhauser**

**Proposal for a regulation**  
**Recital 35**

*Text proposed by the Commission*

(35) At Union level, the European Semester of economic policy coordination is the framework to identify national reform priorities and monitor their implementation. Member States develop their own national multiannual investment strategies in *support of* these reform priorities. These strategies should be presented alongside the yearly National Reform Programmes as a way to outline and coordinate priority investment projects to be supported by national and/or Union funding. They should also serve to use Union funding in a coherent manner and to maximise the added value of the financial support to be received notably from the European Regional Development Fund (ERDF) and Cohesion Fund, the European

*Amendment*

(35) At Union level, the European Semester of economic policy coordination is the framework to identify national reform priorities and monitor their implementation. Member States develop their own national multiannual investment strategies in *parallel with* these reform priorities. These strategies should be presented alongside the yearly National Reform Programmes as a way to outline and coordinate priority investment projects to be supported by national and/or Union funding. They should also serve to use Union funding in a coherent manner and to maximise the added value of the financial support to be received notably from the European Regional Development Fund (ERDF) and Cohesion Fund, the European

Investment Stabilisation Function, InvestEU and the Connecting Europe Facility, where relevant. Financial support should also be used in a manner consistent with Union and national energy and climate plans where relevant.

Investment Stabilisation Function, InvestEU and the Connecting Europe Facility, where relevant. Financial support should also be used in a manner consistent with Union and national energy and climate plans where relevant.

Or. fr

#### **Amendment 42**

**Tunne Kelam, Michael Gahler**

#### **Proposal for a regulation**

##### **Recital 42**

###### *Text proposed by the Commission*

(42) The Union should seek coherence and synergies with the Union programmes for external policies, including pre-accession assistance following the engagements taken in the context of the Communication "A credible enlargement perspective for and enhanced EU engagement with the Western Balkans"<sup>23</sup>.

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<sup>23</sup> COM(2018) 65

###### *Amendment*

(42) The Union should seek coherence and synergies with the Union programmes for external policies, including pre-accession assistance following the engagements taken in the context of the Communication "A credible enlargement perspective for and enhanced EU engagement with the Western Balkans"<sup>23</sup> ***and the future Neighbourhood, Development and International Cooperation Instrument.***

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<sup>23</sup> COM(2018) 65

Or. en

#### **Amendment 43**

**Francisco Assis**

#### **Proposal for a regulation**

##### **Recital 43**

###### *Text proposed by the Commission*

(43) When third countries or entities established in third countries participate in actions contributing to projects of common

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PE627.703v01-00

###### *Amendment*

(43) When third countries or entities established in third countries participate in actions contributing to projects of common

interest or to cross-border projects in the field of renewable energy, financial assistance should **only** be available if it is indispensable to the achievement of the objectives of these projects.

interest or to cross-border projects in the field of renewable energy, financial assistance should be available if it is indispensable to the achievement of the objectives of these projects.

Or. pt

**Amendment 44**  
**Geoffrey Van Orden**

**Proposal for a regulation**  
**Recital 43 a (new)**

*Text proposed by the Commission*

*Amendment*

***(43a) When third countries or entities established in third countries participate in actions contributing to projects of common interest or to cross-border projects with potential military applications, financial assistance should be made available if third country involvement has contributed significantly to the achievement of the objectives of these projects.***

Or. en

**Amendment 45**  
**Jean-Luc Schaffhauser**

**Proposal for a regulation**  
**Recital 46**

*Text proposed by the Commission*

*Amendment*

***(46) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission as regards adoption of work programmes. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and***

***deleted***

of the Council<sup>25</sup>.

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<sup>25</sup> Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13)

Or. fr

#### **Amendment 46** **Georgios Epitideios**

#### **Proposal for a regulation** **Recital 46**

##### *Text proposed by the Commission*

(46) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission as regards adoption of work programmes. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>25</sup>.

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<sup>25</sup> Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13)

##### *Amendment*

(46) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission, **after cooperation with the Member States**, as regards adoption of work programmes. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>25</sup>.

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<sup>25</sup> Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13)

Or. en



**Amendment 47**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point a – point i**

*Text proposed by the Commission*

*Amendment*

(i) to contribute to the development of projects of common interest relating to efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility;

(i) to contribute to the development of projects of common interest relating to efficient and interconnected networks and infrastructure for smart, ***interoperable***, sustainable, ***multimodal***, inclusive, safe and secure mobility;

Or. en

**Amendment 48**  
**Klaus Buchner**  
on behalf of the Verts/ALE Group

**Proposal for a regulation**  
**Article 3 – paragraph 2 – point a – point ii**

*Text proposed by the Commission*

*Amendment*

(ii) ***to adapt the TEN-T networks to military mobility needs;***

***deleted***

Or. en

*Justification*

*Legally and politically military mobility on European territory is the national and NATO task of national and collective territorial defence. As long as the European Council, in compliance with Article 42 (2) TEU, acting unanimously, did not decide to establish a common defence, there is no political and legal basis for the use of Union Programmes such as the Connecting Europe Facility and the EU budget for financing key components of such territorial defence policy. Reminds that Article 42 (2) TEU stresses the need, after such a European Council decision, to ratify that European Council decision at Member States level in accordance with their respective constitutional requirements. Neither such a European Council decision nor ratification in Member States have taken place.*

**Amendment 49**  
**Geoffrey Van Orden**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point a – point ii**

*Text proposed by the Commission*

(ii) to adapt the TEN-T networks to military mobility needs;

*Amendment*

(ii) to adapt the TEN-T networks to military mobility needs, ***working in close partnership with NATO to determine military requirements***;

Or. en

**Amendment 50**

**Inés Ayala Sender**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point a – point ii**

*Text proposed by the Commission*

(ii) to adapt the TEN-T networks to ***military*** mobility needs;

*Amendment*

(ii) to adapt the TEN-T networks to ***dual*** mobility (***civil and defence***) needs;

Or. en

**Amendment 51**

**Francisco Assis**

**Proposal for a regulation**

**Article 3 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) In the energy sector, to contribute to the development of projects of common interest relating to further integration of the internal energy market, interoperability of networks across borders and sectors, facilitating decarbonisation and ensuring security of supply, and to facilitate cross-border cooperation in the area of renewable energy;

*Amendment*

(b) In the energy sector

(i) to contribute to the development of projects of common interest relating to

further integration of the internal energy market, interoperability of networks across borders and sectors, facilitating decarbonisation and ensuring security of supply, and to facilitate cross-border cooperation in the area of renewable energy;

*(ii) to promote the development of projects that contribute towards the diversification of energy routes and suppliers, especially in EU territories identified as energy islands;*

*(iii) to encourage the establishment of energy interconnections between Member States in such a way as to reduce dependence on suppliers from third countries;*

Or. pt

## **Amendment 52**

**Klaus Buchner**

on behalf of the Verts/ALE Group

### **Proposal for a regulation**

#### **Article 4 – paragraph 2 – point a – point iii**

*Text proposed by the Commission*

*Amendment*

*(iii) EUR 6,500,000,000 from the Defence cluster for the specific objective referred to in Article 3(2)(a)(ii);*

*deleted*

Or. en

#### *Justification*

*Legally and politically military mobility on European territory is the national and NATO task of national and collective territorial defence. As long as the European Council, in compliance with Article 42 (2) TEU, acting unanimously, did not decide to establish a common defence, there is no political and legal basis for the use of Union Programmes such as the Connecting Europe Facility and the EU budget for financing key components of such territorial defence policy. Reminds that Article 42 (2) TEU stresses the need, after such a European Council decision, to ratify that European Council decision at Member States level in accordance with their respective constitutional requirements. Neither such a European Council decision nor ratification in Member States have taken place.*

**Amendment 53**  
**Urmas Paet**

**Proposal for a regulation**  
**Article 4 – paragraph 8**

*Text proposed by the Commission*

8. As regards the amounts transferred from the Cohesion Fund, **30%** of these amounts shall be made available immediately to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation, with priority to cross-border and missing links. Until 31 December 2023, the selection of projects eligible for financing shall respect the national allocations under the Cohesion Fund with regard to **70%** of the resources transferred. As of 1 January 2024, resources transferred to the Programme which have not been committed to a transport infrastructure project shall be made available to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation.

*Amendment*

8. As regards the amounts transferred from the Cohesion Fund, **50%** of these amounts shall be made available immediately to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation, with priority to cross-border and missing links. Until 31 December 2023, the selection of projects eligible for financing shall respect the national allocations under the Cohesion Fund with regard to **50%** of the resources transferred. As of 1 January 2024, resources transferred to the Programme which have not been committed to a transport infrastructure project shall be made available to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation.

Or. en

**Amendment 54**  
**Hilde Vautmans, Urmas Paet, Petras Auštrevičius, Javier Nart, Marietje Schaake**

**Proposal for a regulation**  
**Article 5 – paragraph 1 – point d – introductory part**

*Text proposed by the Commission*

(d) other third countries, in accordance with the conditions laid down in a specific agreement covering the participation of the third country to any Union programme, provided that the agreement:

*Amendment*

(d) other third **countries, including strategic military partner** countries, in accordance with the conditions laid down in a specific agreement covering the participation of the third country to any

Union programme, provided that the agreement:

Or. en

**Amendment 55**  
**Geoffrey Van Orden**

**Proposal for a regulation**  
**Article 5 – paragraph 1 – point d – indent 3**

*Text proposed by the Commission*

*Amendment*

– *does not confer to the third country a decisional power on the programme;* *deleted*

Or. en

**Amendment 56**  
**Geoffrey Van Orden**

**Proposal for a regulation**  
**Article 5 – paragraph 1 – point d – indent 4 a (new)**

*Text proposed by the Commission*

*Amendment*

– *for the purposes of military mobility, third countries which are military allies and commercial entities within these countries, should be eligible for financial support.*

Or. en

**Amendment 57**  
**Geoffrey Van Orden**

**Proposal for a regulation**  
**Article 5 – paragraph 2**

*Text proposed by the Commission*

2. The third countries referred to in paragraph 1, and entities established in these countries, may not receive financial assistance under this Regulation except where *it is indispensable to* the achievement of the objectives of a given project of common interest and under the conditions set in the work programmes referred to in Article 19.

*Amendment*

2. The third countries referred to in paragraph 1, and entities established in these countries, may not receive financial assistance under this Regulation except where *such involvement supports* the achievement of the objectives of a given project of common interest and under the conditions set in the work programmes referred to in Article 19.

Or. en

**Amendment 58**  
**Francisco Assis**

**Proposal for a regulation**  
**Article 5 – paragraph 2**

*Text proposed by the Commission*

2. The third countries referred to in paragraph 1, and entities established in these countries, may *not* receive financial assistance under this Regulation *except* where it is indispensable to the achievement of the objectives of a given project of common interest and under the conditions set in the work programmes referred to in Article 19.

*Amendment*

2. The third countries referred to in paragraph 1, and entities established in these countries, may receive financial assistance under this Regulation where it is indispensable to the achievement of the objectives of a given project of common interest and under the conditions set in the work programmes referred to in Article 19.

Or. pt

**Amendment 59**  
**Jean-Luc Schaffhauser**

**Proposal for a regulation**  
**Article 6 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**4a. *The programmes must use only technologies from companies established***

*in the Union, the EEA or Switzerland.*

Or. fr

**Amendment 60**  
**Tunne Kelam, Michael Gahler**

**Proposal for a regulation**  
**Article 6 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 6a**

***Integration of military mobility needs into  
the TEN-T networks***

***Proposals including only actions  
connected with military mobility shall be  
eligible in case of adding to an existing  
civil infrastructure, and bridging the gap  
for existing, but not yet constructed  
infrastructure projects.***

Or. en

**Amendment 61**  
**Hilde Vautmans, Urmas Paet, Petras Auštrevičius, Javier Nart, Marietje Schaake**

**Proposal for a regulation**  
**Article 8 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

2. Studies aiming at the development and identification of projects of common interest in the area of digital connectivity infrastructure shall be eligible for funding under this Regulation.

2. Studies aiming at the development and identification of projects of common interest, ***including military interest***, in the area of digital connectivity infrastructure shall be eligible for funding under this Regulation.

Or. en

**Amendment 62**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – point a – point i**

*Text proposed by the Commission*

(i) actions implementing the core network in accordance with Chapter III of Regulation (EU) No 1315/2013, including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the core network as defined at Annex II to Regulation (EU) No 1315/2013. Actions implementing the core network may include related elements located on the comprehensive network when necessary to optimize the investment and according to modalities specified in the work programmes referred to in Article 19 of this Regulation;

*Amendment*

(i) actions implementing the core network in accordance with Chapter III of Regulation (EU) No 1315/2013, including actions relating to urban nodes, maritime ports, inland ports, ***airports, multimodal logistic platforms***, and rail-road terminals of the core network as defined at Annex II to Regulation (EU) No 1315/2013. Actions implementing the core network may include related elements located on the comprehensive network when necessary to optimize the investment and according to modalities specified in the work programmes referred to in Article 19 of this Regulation;

Or. en

**Amendment 63**  
**Fabio Massimo Castaldo**  
on behalf of the Subcommittee on Security and Defence

**Proposal for a regulation**  
**Article 9 – paragraph 2 – point a – point ii**

*Text proposed by the Commission*

(ii) actions implementing cross-border links of the comprehensive network in accordance with Chapter II of Regulation (EU) No 1315/2013, notably the sections listed in Part III of the Annex to this Regulation;

*Amendment*

(ii) actions implementing cross-border links of the comprehensive network in accordance with Chapter II of Regulation (EU) No 1315/2013, notably the sections listed in Part III of the Annex to this Regulation, ***inter alia ERTMS and SESAR projects***;

Or. en



**Amendment 64**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – point a – point ii a (new)**

*Text proposed by the Commission*

*Amendment*

*(iia) actions supporting the harmonisation of cross-border and customs regulations, as well as administrative and legislative procedures in order to develop an EU regulatory framework on dual mobility (civil and defence);*

Or. en

**Amendment 65**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – point a – point iii**

*Text proposed by the Commission*

*Amendment*

(iii) actions implementing sections of the comprehensive network located in outermost regions in accordance with Chapter II of Regulation (EU) No 1315/2013, including actions relating to the relevant urban nodes, maritime ports, inland ports and rail-road terminals of the comprehensive network as defined at Annex II to Regulation (EU) No 1315/2013;

(iii) actions implementing sections of the comprehensive network located in outermost regions in accordance with Chapter II of Regulation (EU) No 1315/2013, including actions relating to the relevant urban nodes, maritime ports, inland ports, ***airports, multimodal logistic platforms*** and rail-road terminals of the comprehensive network as defined at Annex II to Regulation (EU) No 1315/2013;

Or. en

**Amendment 66**  
**Fabio Massimo Castaldo**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – point a – point iii a (new)**

*Text proposed by the Commission*

*Amendment*

*(iiia) actions implementing sections of the comprehensive network if necessary to complement the actions as defined in Article 9(2)(c), in order to achieve the objectives referred to in Article 3(2)(a)(ii);*

Or. en

**Amendment 67**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – point b – introductory part**

*Text proposed by the Commission*

*Amendment*

(b) Actions relating to smart, sustainable, inclusive, safe and secure mobility:

(b) Actions relating to smart, *interoperable*, sustainable, *multimodal*, inclusive, safe and secure mobility:

Or. en

**Amendment 68**  
**Inés Ayala Sender, Fabio Massimo Castaldo**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – point b – point vi a (new)**

*Text proposed by the Commission*

*Amendment*

*(via) actions supporting the "life-cycle" of the projects, and therefore the monitoring of the state of play and the maintenance of the transport infrastructure;*

Or. en

**Amendment 69**  
**Klaus Buchner**

on behalf of the Verts/ALE Group

### **Proposal for a regulation**

#### **Article 9 – paragraph 2 – point c**

*Text proposed by the Commission*

*Amendment*

**(c) Under the specific objective referred to in Article 3(2)(a)(ii): actions, or specific activities within an action, supporting transport infrastructure on the TEN-T Network in order to adapt it to military mobility requirements with the purpose of enabling a civilian-military dual-use of the infrastructure.**

**deleted**

Or. en

#### *Justification*

*Legally and politically military mobility on European territory is the national and NATO task of national and collective territorial defence. As long as the European Council, in compliance with Article 42 (2) TEU, acting unanimously, did not decide to establish a common defence, there is no political and legal basis for the use of Union Programmes such as the Connecting Europe Facility and the EU budget for financing key components of such territorial defence policy. Reminds that Article 42 (2) TEU stresses the need, after such a European Council decision, to ratify that European Council decision at Member States level in accordance with their respective constitutional requirements. Neither such a European Council decision nor ratification in Member States have taken place.*

### **Amendment 70**

**Fabio Massimo Castaldo**

### **Proposal for a regulation**

#### **Article 9 – paragraph 2 – point c**

*Text proposed by the Commission*

*Amendment*

**(c) Under the specific objective referred to in Article 3(2)(a)(ii): actions, or specific activities within an action, supporting transport infrastructure on the TEN-T Network in order to adapt it to military mobility requirements with the purpose of enabling a civilian-military dual-use of the infrastructure.**

**(c) Under the specific objective referred to in Article 3(2)(a)(ii): actions, or specific activities within an action, supporting transport infrastructure on the TEN-T Network in order to adapt it to military mobility requirements with the purpose of enabling a civilian-military dual-use of the infrastructure. *By 31 December 2019, the Commission shall***

*adopt delegated acts in accordance with Article 24 of this Regulation in order to further specify the military requirements, list of priority projects and the assessments procedure regarding the eligibility of the actions connected with military mobility, according to a balanced geographical distribution across the EU (North-South and East-West axes), and to an equal allocation between different modes of transport.*

Or. en

**Amendment 71**  
**Urmas Paet**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) Under the specific objective referred to in Article 3(2)(a)(ii): actions, or specific activities within an action, supporting transport infrastructure on the TEN-T Network in order to adapt it to military mobility requirements with the purpose of enabling a civilian-military dual-use of the infrastructure.

*Amendment*

(c) Under the specific objective referred to in Article 3(2)(a)(ii): actions, or specific activities within an action, supporting **new and existing** transport infrastructure on the TEN-T Network in order to adapt it to military mobility requirements with the purpose of enabling a civilian-military dual-use of the infrastructure.

Or. en

**Amendment 72**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) Under the specific objective referred to in Article 3(2)(a)(ii): actions, or specific activities within an action,

*Amendment*

(c) Under the specific objective referred to in Article 3(2)(a)(ii): actions, or specific activities within an action,

supporting transport infrastructure on the TEN-T Network in order to adapt it to **military** mobility requirements with the purpose of enabling a civilian-military dual-use of the infrastructure.

supporting transport infrastructure on the TEN-T Network in order to adapt it to **dual** mobility (**civil and defence**) requirements with the purpose of enabling a civilian-military dual-use of the infrastructure.

Or. en

**Amendment 73**  
**Francisco Assis**

**Proposal for a regulation**  
**Article 9 – paragraph 3 – point a a (new)**

*Text proposed by the Commission*

*Amendment*

**(aa) Action undertaken with the aim of ensuring further diversification in external energy suppliers;**

Or. pt

**Amendment 74**  
**Francisco Assis**

**Proposal for a regulation**  
**Article 9 – paragraph 3 – point a b (new)**

*Text proposed by the Commission*

*Amendment*

**(ab) Action taken under projects to promote interconnections between Member States and reduce external energy dependence:**

Or. pt

**Amendment 75**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 11 – paragraph 2 – point c**

*Text proposed by the Commission*

(c) legal entities created under Union law and international organisations where provided for in the work programmes.

*Amendment*

(c) legal **joint** entities created under Union law (*i.e. joint undertakings at EU level*) and international organisations where provided for in the work programmes.

Or. en

**Amendment 76**  
**Geoffrey Van Orden**

**Proposal for a regulation**  
**Article 11 – paragraph 4**

*Text proposed by the Commission*

4. Legal entities established in a third country which is not associated to the Programme are exceptionally eligible to receive support under the Programme where ***this is indispensable for*** the achievement of the objectives of a given project of common interest or of a cross-border project in the field of renewable energy.

*Amendment*

4. Legal entities established in a third country which is not associated to the Programme are exceptionally eligible to receive support under the Programme, where ***involvement supports*** the achievement of the objectives of a given project of common interest or of a cross-border project in the field of renewable energy.

Or. en

**Amendment 77**  
**Inés Ayala Sender, Fabio Massimo Castaldo**

**Proposal for a regulation**  
**Article 13 – paragraph 1 – point e a (new)**

*Text proposed by the Commission*

*Amendment*

***(ea) the "life-cycle" of the projects, and therefore the monitoring of the state of play and the maintenance of the transport infrastructure;***

Or. en

**Amendment 78**  
**Francisco Assis**

**Proposal for a regulation**  
**Article 13 – paragraph 1 – point i a (new)**

*Text proposed by the Commission*

*Amendment*

*(ia) Alignment with the EU's Common Foreign and Security Policy;*

Or. pt

**Amendment 79**  
**Geoffrey Van Orden**

**Proposal for a regulation**  
**Article 13 – paragraph 1 – point i a (new)**

*Text proposed by the Commission*

*Amendment*

*(ia) support for civilian-military dual-use projects;*

Or. en

**Amendment 80**  
**Hilde Vautmans, Urmas Paet, Petras Auštrevičius, Javier Nart, Marietje Schaake**

**Proposal for a regulation**  
**Article 13 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

*1a. military mobility dimension;*

Or. en

**Amendment 81**  
**Urmas Paet**

**Proposal for a regulation**  
**Article 14 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) for works relating to the specific objectives referred to in Article 3 (2) (a), the amount of Union financial assistance shall not exceed 30 % of the total eligible cost. The co-financing rates may be increased to a maximum of **50 %** for actions relating to cross-border links under the conditions specified in point (c) of this paragraph, for actions supporting telematic applications systems, for actions supporting new technologies and innovation, for actions supporting improvements of infrastructure safety in line with relevant Union legislation and for actions located in outermost regions;

*Amendment*

(a) for works relating to the specific objectives referred to in Article 3 (2) (a), the amount of Union financial assistance shall not exceed 30 % of the total eligible cost. The co-financing rates may be increased to a maximum of **65 %** for actions relating to cross-border links under the conditions specified in point (c) of this paragraph, for actions supporting telematic applications systems, for actions supporting new technologies and innovation, for actions supporting improvements of infrastructure safety in line with relevant Union legislation and for actions located in outermost regions; ***The co-funding rates may be increased to a maximum of 65% for the specific objective referred to in Article 3 (2) (a) (ii) in case of Member States benefitting from the transfer from the Cohesion Fund;***

Or. en

**Amendment 82**

**Jean-Luc Schaffhauser**

**Proposal for a regulation**

**Article 15 – paragraph 1 – point d a (new)**

*Text proposed by the Commission*

*Amendment*

***(da) only equipment manufactured by European companies may be used in the programme; companies with their registered office, decision-making and production centres and main shareholders established in the Union, the EEA or Switzerland are deemed to be European companies.***

Or. fr



**Amendment 83**  
**Urmas Paet**

**Proposal for a regulation**  
**Article 17 – paragraph 2**

*Text proposed by the Commission*

2. The grant agreement may be terminated on the basis of the grounds specified in paragraph 1.

*Amendment*

2. The grant agreement may be terminated on the basis of the grounds specified in paragraph 1. ***In such case, the Commission will make the unused funds available to other projects without delay.***

Or. en

**Amendment 84**  
**Jean-Luc Schaffhauser**

**Proposal for a regulation**  
**Article 22**

*Text proposed by the Commission*

**22 Article 22**

***Committee procedure***

***1. The Commission shall be assisted by the CEF Coordination Committee. The Committee shall be a committee within the meaning of Regulation (EU) No 182/2011.***

***2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.***

*Amendment*

***deleted***

Or. fr

**Amendment 85**  
**Jean-Luc Schaffhauser**

**Proposal for a regulation**  
**Article 23**

*Text proposed by the Commission*

*Amendment*

**Article 23**

***deleted***

***Delegated acts***

***The Commission shall be empowered to adopt delegated acts in accordance with Article 24 of this Regulation:***

- (a) to amend Part I of the Annex regarding the indicators and to establish a monitoring and evaluation framework;***
- (b) to amend Part II of the Annex regarding the indicative percentages of budgetary resources allocated to the specific objective set out in Article 3(a)(i);***
- (c) to amend Part III of the Annex regarding the definition of the transport core network corridors and pre-identified sections; and pre-identified sections on the comprehensive network;***
- (d) to amend Part IV of the Annex regarding the identification of cross-border projects in the field of renewable energy;***
- (e) to amend Part V of the Annex regarding the identification of digital connectivity projects of common interest.***

Or. fr

**Amendment 86**

**Jean-Luc Schaffhauser**

**Proposal for a regulation**

**Article 24**

*Text proposed by the Commission*

*Amendment*

**Article 24**

***deleted***

***Exercise of the delegation***

***1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.***

**2. *The power to adopt delegated acts referred to in Article 23 shall be conferred on the Commission until 31 December 2028.***

**3. *The delegation of power referred to in Article 23 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.***

**4. *Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.***

**5. *As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.***

**6. *A delegated act adopted pursuant to Article 23 shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.***

Or. fr

**Amendment 87  
Inés Ayala Sender**

**Proposal for a regulation**

## Annex I – part I – Transport

### *Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	Adaptation to <i>military</i> mobility requirements	Number of transport infrastructure components adapted to meet <i>military</i> mobility requirements

### *Amendment*

Transport	Efficient and interconnected networks and infrastructure for smart, <i>interoperable</i> sustainable, <i>multimodal</i> , inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	Adaptation to <i>dual</i> mobility ( <i>civil and defence</i> ) requirements	Number of transport infrastructure components adapted to meet <i>dual</i> mobility ( <i>civil and defence</i> ) requirements

Or. en

**Amendment 88**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Annex I – part II – paragraph 1 – indent 2**

*Text proposed by the Commission*

– 40% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

*Amendment*

– 40% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, ***interoperable***, sustainable, ***multimodal***, inclusive, safe and secure mobility".

Or. en

**Amendment 89**  
**Fabio Massimo Castaldo**

**Proposal for a regulation**  
**Annex I – part VI (new)**

*Text proposed by the Commission*

*Amendment*

***PART VI – HORIZONTAL PRIORITIES***  
***- Single European Sky – SESAR system***  
***- Telematic applications systems for rail – ERTMS***

Or. en