



2018/0228(COD)

13.9.2018

AMENDMENTS

10 - 194

Draft opinion
Mirosław Piotrowski
(PE626.678v01-00)

Establishing the Connecting Europe Facility

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

Amendment 10
Maria Gabriela Zoană

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

Or. ro

Amendment 11
Ivan Jakovčić, Jozo Radoš

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,

Amendment

(1) In order to achieve smart, sustainable, **balanced** and inclusive growth and to stimulate **the creation of new jobs**, 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

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.

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.

Or. hr

Amendment 12

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) The Programme **should** aim at supporting climate change, environmentally and socially sustainable projects and, where appropriate, climate change mitigation and adaptation actions. In particular, the contribution of the Programme **to** achieving the goals and objectives of the Paris Agreement as well as **the proposed** 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Amendment

(3) The Programme **will** aim at supporting **the fight against** climate change **through the decarbonisation of the transport and energy sector, through** environmentally and socially sustainable projects and, where appropriate, **through** climate change mitigation and adaptation actions. In particular, the contribution of the Programme **in** achieving the goals and objectives of the Paris Agreement **to both keep global average temperature rise well below 2°C above pre-industrial levels and pursue efforts to limit temperature increase to 1.5°C**, as well as **more ambitious** 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Or. en

Amendment 13

Maria Gabriela Zoană

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) The Programme **should** aim at supporting climate change, environmentally and socially sustainable projects and, **where appropriate**, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Amendment

(3) The Programme **must** aim at supporting climate change, environmentally and socially sustainable projects and, **focusing on programmes to prevent and combat the medium and long-term impact, seeking to achieve** climate change mitigation and **adopt suitable** adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Or. ro

Amendment 14

Ivan Jakovčić, Jozo Radoš

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) The Programme should aim at supporting climate change, environmentally **and** socially sustainable projects and, where appropriate, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Amendment

(3) The Programme should aim at supporting climate change, environmentally, socially, **and economically** sustainable projects and, where appropriate, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Or. hr

Amendment 15

Davor Škrlec

on behalf of the Verts/ALE Group

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 objectives¹⁸. 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, **CO2 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.

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 **40%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute **70%** of the overall financial envelope of the Programme to climate objectives, **as part of the fulfilment of the Paris Agreement**, based inter alia on the following Rio markers: i) 100% for the expenditures relating to clean urban transport, electricity transmission, electricity storage, smart grids and renewable energy; ii) 40% for **railway infrastructure**, inland waterways and multimodal transport. **However, CEF programmes' climate action contribution should be recorded in a centrally developed and managed climate-tracking database, based on Rio markers and an expanded list of 'intervention categories' to cover all EU budget programmes.** Relevant **climate action should be included into** 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. ***Guiding principles for climate proofing should be "energy efficiency first", the general exclusion of funding fossil fuels from the EU budget programmes and a projects lifecycle assessment of programmes and planned infrastructure to ensure compliance with the sector specific emission reduction and decarbonisation pathways.***

¹⁸ COM(2018) 321, page 13

¹⁸ COM(2018) 321, page 13

Or. en

Amendment 16
Ivan Jakovčić, Jozo Radoš

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 objectives¹⁸. 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, CO₂ transportation and renewable energy; 40% for inland waterways and multimodal transport, and gas infrastructure – if enabling increased use of renewable

Amendment

(4) Reflecting the importance of tackling climate change in line with ***the*** Union's commitments to ***implementing*** 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 objectives¹⁸. 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, CO₂ transportation and renewable energy; 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.

¹⁸ COM(2018) 321, page 13

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 *long-term* climate proofing in accordance with guidance that should be developed by the Commission *in a manner consistent* with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Or. hr

Amendment 17 **Iskra Mihaylova**

Proposal for a regulation **Recital 6**

Text proposed by the Commission

(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 investment. Synergies between sectors

Amendment

(6) An important objective of this Programme is to deliver increased synergies *and complementarities* between the transport, energy and digital sector, *as well as with other EU financial instruments and programmes*. 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

should be incentivized through the award criteria for the selection of actions.

improves the socio-economic benefit of the investment. Synergies **and complementarities** between sectors should be incentivized through the award criteria for the selection of actions.

Or. en

Amendment 18
Daniel Buda

Proposal for a regulation
Recital 6

Text proposed by the Commission

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

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 investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions **and supported by funding programmes through interaction with other Union funding instruments.**

Or. ro

Amendment 19
Maria Gabriela Zoană

Proposal for a regulation
Recital 6

Text proposed by the Commission

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

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector, ***bearing in mind the rapid development of new technologies in these areas***. 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.

Or. ro

Amendment 20
Claudia Schmidt

Proposal for a regulation
Recital 6

Text proposed by the Commission

(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

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, ***including the necessary digital infrastructure***; or alternative fuels. In addition, the Programme should allow, within each sector, the possibility 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.

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.

Or. de

Amendment 21

Ivan Jakovčić, Jozo Radoš

Proposal for a regulation

Recital 6

Text proposed by the Commission

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

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital **sectors**. 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 *mentioned above*, the possibility *of considering* eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between *the above-mentioned* sectors should be incentivized through the award criteria for the selection of actions.

Or. hr

Amendment 22

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation

Recital 6

Text proposed by the Commission

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

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, ***circular economy*** 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.

Or. en

Amendment 23 Claudia Schmidt

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 Council¹⁹ (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

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 Council¹⁹ (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.

existing infrastructure. ***In parallel to the completion of the core network, priority will be given to providing environmentally friendly public transport links to TEN-T nodes.***

¹⁹ 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).

¹⁹ 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. de

Amendment 24

Maria Gabriela Zoană

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 Council¹⁹ (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.

¹⁹ 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

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 Council¹⁹ (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 ***and new cross-border connections***, as well as the substantial upgrading and rehabilitation of existing infrastructure.

¹⁹ 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

Or. ro

Amendment 25
Claudia Schmidt

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, the missing links **and urban nodes** 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.

Or. de

Amendment 26
Ivan Jakovčić, Jozo Radoš

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

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, the missing links, **and transport bottlenecks** 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

interoperability.

performance and interoperability.

Or. hr

Amendment 27
Iskra Mihaylova

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, the missing links, **urban nodes** 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.

Or. en

Amendment 28
Claudia Schmidt

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15 %.

Amendment

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors, **the urban nodes** and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15 %.

Amendment 29**Ivan Jakovčić, Jozo Radoš****Proposal for a regulation****Recital 9***Text proposed by the Commission*

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%.

Amendment

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve **the balance**, the consistency, and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%.

Or. hr

Amendment 30**Daniel Buda****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 presented²⁰ "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,

Amendment

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility **adapted to local and regional development needs** throughout the Union. In 2017, the Commission presented²⁰ "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.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

where relevant through this Programme.

²⁰ 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. ro

Amendment 31 **Ivan Jakovčić, Jozo Radoš**

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 presented²⁰ "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.

²⁰ 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, **balanced**, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented²⁰ "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.

²⁰ 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. hr

Amendment 32 **Daniel Buda**

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

Amendment

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to mitigate the environmental impact of transport and requires Member States ***and local authorities to invest in suitable infrastructure and*** to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

Or. ro

Amendment 33

Davor Škrlec

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on behalf of the Verts/ALE Group

Proposal for a regulation

Recital 11

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(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

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²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

Or. en

Amendment 34 Constanze Krehl

Proposal for a regulation
Recital 13

Text proposed by the Commission

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of 70% of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned. *deleted*

Or. en

Amendment 35
Andrey Novakov, Constanze Krehl

Proposal for a regulation
Recital 13

Text proposed by the Commission

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an *deleted*

initial phase and within a limit of 70% of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. en

Amendment 36
Victor Boştinaru

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation ***should be transferred to*** the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. ***In an initial phase and within a limit of 70% of the transferred envelope,*** the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. ***The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links.*** The Commission should support Member States ***eligible for financing from the***

Amendment

(13) In order to improve the completion of ***missing links or allow for the reactivation of existing links which are out of order in cross-border*** transport projects in less developed parts of the network, a Cohesion Fund allocation ***could be envisaged for*** the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. The selection of projects eligible for financing should respect the national allocations under the Cohesion Fund, ***and*** the Commission should ***offer maximum*** support ***to*** Member States in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. en

Amendment 37

Daniel Buda

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of 70% of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30 % of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of 70% of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links, ***investment in regions with heavy traffic*** and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. ro

Amendment 38

Maria Gabriela Zoană

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of 70% of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30 % of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of 70% of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to ***the improvement of existing*** cross-border links and ***the creation of*** missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. ro

Amendment 39
Ivan Jakovčić, Jozo Radoš

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the

Cohesion Fund. In an initial phase and within a limit of 70% of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority *to* cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Cohesion Fund. In an initial phase and within a limit of 70% of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority *for* cross-border links, *tackling transport bottlenecks*, and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. hr

Amendment 40
Victor Boştinaru

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) It is necessary to underline that the envisaged transfer from the Cohesion Fund to the Connecting Europe Facility, is subject to the provisions of Regulation (EU) XXX [Regulation of the European Parliament and of the Council laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, and the European Maritime and Fisheries Fund and financial rules for those and for the Asylum and Migration Fund, the Internal Security Fund and the Border Management and Visa Instrument ('CPR')]. Should the CPR provide for no transfer from the Cohesion Fund to the Connecting Europe Facility, the

implementation of the latter should in any case take into due consideration the need to undertake investments able to strengthen the economic, social and territorial cohesion of the Union and to complement those supported by the European Regional Development Fund (ERDF) and Cohesion Fund.

Or. en

Amendment 41
Martina Anderson

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 2017²⁴, 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 Policy²⁵ 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.

deleted

²⁴ JOIN(2017) 41

²⁵ JOIN(2018) 5

Or. en

Amendment 42
Martina Anderson

Proposal for a regulation
Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) The Ten-T, Connecting Europe Facility under no circumstance shall be used for militaristic motives.

Or. en

Amendment 43
Liliana Rodrigues

Proposal for a regulation
Recital 15

Text proposed by the Commission

Amendment

(15) In its Communication "A stronger and renewed strategic partnership with the EU's outermost regions"²⁶, the Commission highlighted the outermost regions' specific transport needs and the necessity to provide Union funding to match these needs, including through the Programme.

(15) In its Communication "A stronger and renewed strategic partnership with the EU's outermost regions"²⁶, the Commission highlighted the outermost regions' specific transport needs and the necessity to provide Union funding to match these needs, including through the Programme. ***In the Memorandum on the Outermost Regions (ORs) of June 2017, the Commission stresses the importance of creating a transport network which takes into account the reality in the ORs and incorporates measures on overland, maritime and air transport - including incentives for the development of intermodal transport - that are duly adapted to suit them, in accordance with***

²⁶ COM(2017)623

²⁶ COM(2017)623

Or. pt

Amendment 44
Maria Gabriela Zoană

Proposal for a regulation
Recital 18

Text proposed by the Commission

(18) Directive [recast Renewables Directive] stresses the need to set up an enabling framework comprising the enhanced use of Union funds, with explicit reference to enabling actions to support cross-border cooperation in the field of renewable energy.

Amendment

(18) Directive [recast Renewables Directive] stresses the need to set up an enabling framework comprising the enhanced use of Union funds, with explicit reference to enabling actions to support **the implementation of** cross-border cooperation **projects** in the field of renewable energy.

Or. ro

Amendment 45
Davor Škrlec
on behalf of the Verts/ALE Group

Proposal for a regulation
Recital 18

Text proposed by the Commission

(18) Directive [recast Renewables Directive] stresses the need to set up an enabling framework comprising the enhanced use of Union funds, with explicit reference to enabling actions to support cross-border cooperation in the field of renewable energy.

Amendment

(18) Directive [recast Renewables Directive] stresses the need to set up an enabling framework comprising the enhanced use of Union funds, with explicit reference to enabling actions to support cross-border cooperation in the field of renewable energy **and circular economy**.

Or. en

Amendment 46

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation

Recital 18 a (new)

Text proposed by the Commission

Amendment

(18a) Regulation on the Governance of the Energy Union (2016/0375/COD) stresses the need for Member States to use the "energy efficiency first" principle, which means to consider, before taking energy planning, policy and investment decisions, whether cost-efficient, technically, economically and environmentally sound alternative energy efficiency measures could replace in whole or in part the envisaged planning, policy and investment measures, whilst still achieving the objectives of the respective decisions.

Or. en

Amendment 47

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation

Recital 19

Text proposed by the Commission

Amendment

(19) While completion of network infrastructure remains the priority to achieve the development of renewable energy, integrating cross-border cooperation on renewable energy reflects the approach adopted under the Clean Energy for all Europeans initiative with a collective responsibility to reach an ambitious target for renewable energy in 2030 and the changed policy context with

(19) While completion of network infrastructure remains the priority to achieve the development of renewable energy ***and circular economy***, integrating cross-border cooperation on renewable energy reflects the approach adopted under the Clean Energy for all Europeans initiative with a collective responsibility to reach an ambitious target for renewable energy in 2030 and the changed policy

ambitious long-term decarbonisation objectives.

context with ambitious long-term decarbonisation objectives.

Or. en

Amendment 48

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation

Recital 20

Text proposed by the Commission

(20) Innovative infrastructure technologies that enable the transition to a low carbon energy and mobility systems and improve security of supply are essential in view of the Union's decarbonisation agenda. In particular, in its Communication of 23 November 2017 "Communication on strengthening Europe's energy networks"²⁸, the Commission emphasised that the role of electricity, where renewable energy will constitute half of the electricity generation by 2030, will increasingly be driving the decarbonisation of sectors so far dominated by fossil fuels, such as transport, industry and heating and cooling and that accordingly, the focus under the trans-European energy infrastructure policy *is increasingly* on electricity interconnections, electricity storages and smart grids projects. To support the Union's decarbonisation objectives, due consideration and priority should be given to technologies and projects contributing to the *transition to* a low carbon economy. The Commission will aim at increasing the number of cross-border smart grid, innovative storage as well as carbon dioxide transportation projects to be supported under the Programme.

Amendment

(20) Innovative infrastructure technologies that enable the transition to a low carbon energy and mobility systems and improve security of supply are essential in view of the Union's decarbonisation agenda. In particular, in its Communication of 23 November 2017 "Communication on strengthening Europe's energy networks"²⁸, the Commission emphasised that the role of electricity, where renewable energy will constitute half of the electricity generation by 2030, will increasingly be driving the decarbonisation of sectors so far dominated by fossil fuels, such as transport, industry and heating and cooling and that accordingly, the focus under the trans-European energy infrastructure policy *should primarily be* on electricity interconnections, electricity storages and smart grids projects. To support the Union's decarbonisation objectives, due consideration and priority should be given to technologies and projects contributing to the *fulfilment of* a low carbon economy. *To be in line with the climate commitments of the Paris Agreement, the Programme cannot support fossil fuel projects and technologies increasing or maintaining the role of fossil fuels in Europe's energy system.* The Commission will aim at increasing the number of cross-border smart grid, innovative storage as

well as carbon dioxide transportation projects to be supported under the Programme.

²⁸ COM(2017) 718

²⁸ COM(2017) 718

Or. en

Amendment 49
Claudia Schmidt

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 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 Council²⁹.

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, 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 diversification of economic activities. ***Together with automated driving, digitalisation is one of the most effective means to address the structural disadvantage of rural areas and should therefore be encouraged more.*** 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 Council²⁹.

²⁹ 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).

²⁹ 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. de

Amendment 50

Daniel Buda

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 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 Council²⁹.

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, 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 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, ***while priority should be given to ensuring better public access to digital technology.*** 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 Council²⁹.

²⁹ 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).

²⁹ 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. ro

Amendment 51

Maria Gabriela Zoană

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 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 Council²⁹.

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, 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 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 ***cross-border and other*** 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 Council²⁹.

²⁹ 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).

²⁹ 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. ro

Amendment 52

Ivan Jakovčić, Jozo Radoš

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 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 Council²⁹.

²⁹ Regulation (EU) No 283/2014 of the European Parliament and of the Council of

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, 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 **and regional** 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 society at large. Therefore, it is necessary to set out the digital connectivity infrastructure projects of common interest needed to meet *the* Union's digital single market objectives, and to repeal Regulation (EU) No 283/2014 of the European Parliament and of the Council²⁹.

²⁹ 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).

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. hr

Amendment 53
Liliana Rodrigues

Proposal for a regulation
Recital 24

Text proposed by the Commission

(24) Schools, universities, libraries, local, regional or national administrations, main providers of public services, hospitals and medical centres, transport hubs and digitally intensive enterprises are entities and places that can influence important socio-economic developments in the area where they are located. Such socio-economic drivers need to be at the cutting edge of Gigabit connectivity in order to provide access to the best services and applications for European citizens, business and local communities. The Programme should support access to Gigabit connectivity for these socio-economic drivers with a view to maximising their positive spill-over effects on the wider economy and society, including by generating wider demand for connectivity and services.

Amendment

(24) Schools, universities, libraries, local, regional or national administrations, main providers of public services, hospitals and medical centres, transport hubs and digitally intensive enterprises are entities and places that can influence important socio-economic developments in the area where they are located. Such socio-economic drivers need to be at the cutting edge of Gigabit connectivity in order to provide access to the best services and applications for European citizens, business and local communities. The Programme should support access to Gigabit connectivity for these socio-economic drivers with a view to maximising their positive spill-over effects on the wider economy and society, including by generating wider demand for connectivity and services. ***Owing to the remoteness of the ORs from the European continent, Internet connectivity plays a fundamental role in their territorial cohesion and in promoting equal opportunities, creating jobs and improving living conditions for people living there.***

Or. pt

Amendment 54
Maria Gabriela Zoană

Proposal for a regulation
Recital 24

Text proposed by the Commission

(24) Schools, universities, libraries, local, regional or national administrations, main providers of public services, hospitals and medical centres, transport hubs and digitally intensive enterprises are entities and places that can influence important socio-economic developments in the area where they are located. Such socio-economic drivers need to be at the cutting edge of Gigabit connectivity in order to provide access to the best services and applications for European citizens, business and local communities. The Programme should support access to Gigabit connectivity for these socio-economic drivers with a view to maximising their positive spill-over effects on the wider economy and society, including by generating wider demand for connectivity and services.

Amendment

(24) Schools, universities, libraries, local, regional or national administrations, main providers of public services, hospitals and medical centres, transport hubs and digitally intensive enterprises are entities and places that can influence important socio-economic developments in the area where they are located. Such socio-economic drivers need to be at the cutting edge of Gigabit connectivity in order to provide access to the best services and applications for European citizens, business and local communities, ***while allowing the development of new services and applications, taking account of the rapid and ongoing emergence of new technologies***. The Programme should support ***easy*** access to Gigabit connectivity for these socio-economic drivers with a view to maximising their positive spill-over effects on the wider economy and society, including by generating wider demand for connectivity and services.

Or. ro

Amendment 55
Maria Gabriela Zoană

Proposal for a regulation
Recital 26

Text proposed by the Commission

(26) The viability of the anticipated next generation digital services, such as Internet of Things services and applications which are expected to bring significant benefits across various sectors and for society as a

Amendment

(26) The viability of the anticipated next generation digital services, such as Internet of Things services and applications which are expected to bring significant benefits across various sectors and for society as a

whole, will require uninterrupted cross-border coverage with 5G networks, in particular in view of allowing users and objects to remain connected while on the move. However, the cost sharing scenarios for 5G deployment across these sectors remain unclear and the perceived risks of commercial deployment in some key areas are very high. Road corridors and train connections are expected to be key areas for the first phase of new applications in the area of connected mobility and therefore constitute vital cross-border projects for funding under this Programme.

whole, will require uninterrupted cross-border coverage with 5G networks, in particular in view of allowing users and objects to remain connected while on the move. However, the cost sharing scenarios for 5G deployment across these sectors remain unclear and the perceived risks of commercial deployment in some key areas are very high ***in areas such as user data security and protection***. Road corridors and train connections are expected to be key areas for the first phase of new applications in the area of connected mobility and therefore constitute vital cross-border projects for funding under this Programme.

Or. ro

Amendment 56
Daniel Buda

Proposal for a regulation
Recital 27

Text proposed by the Commission

(27) Unconnected territories in all areas of the Union, including in central ones, represent bottlenecks and unexploited potential to the digital single market. In most rural and remote areas, high quality Internet connectivity can play an essential role in preventing digital divide, isolation and depopulation by reducing the costs of delivery of both goods and services and partially compensating for remoteness. High quality Internet connectivity is necessary for new economic opportunities such as precision farming or the development of a bio-economy in rural areas. The Programme should contribute to providing all European households, rural or urban, with very high capacity fixed or wireless connectivity, focusing on those deployments for which a degree of market failure is observed and which can be

Amendment

(27) Unconnected territories in all areas of the Union, including in central ones, represent bottlenecks and unexploited potential to the digital single market. In most rural and remote areas, high quality Internet connectivity can play an essential role in preventing digital divide, isolation and depopulation by reducing the costs of delivery of both goods and services and partially compensating for remoteness. High quality Internet connectivity is necessary for new economic opportunities such as precision farming or the development of a bio-economy in rural areas ***and measures to attract young people to the countryside***. The Programme should contribute to providing all European households, rural or urban, with very high capacity fixed or wireless connectivity, focusing on those deployments for which a

addressed using low intensity grants. In doing so, the Programme should aim at achieving a comprehensive coverage of households and territories, as gaps in an already covered area are uneconomic to address at a later stage.

degree of market failure is observed and which can be addressed using low intensity grants. In doing so, the Programme should aim at achieving a comprehensive coverage of households and territories, as gaps in an already covered area are uneconomic to address at a later stage.

Or. ro

Amendment 57

Maria Gabriela Zoană

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) Unconnected territories in all areas of the Union, including in central ones, represent bottlenecks and unexploited potential to the digital single market. In most rural and remote areas, high quality Internet connectivity can play an essential role in preventing digital divide, isolation **and** depopulation by reducing the costs of delivery of both goods and services and partially compensating for remoteness. High quality Internet connectivity is necessary for new economic opportunities such as precision farming or the development of a bio-economy in rural areas. The Programme should contribute to providing all European households, rural or urban, with very high capacity fixed or wireless connectivity, focusing on those deployments for which a degree of market failure is observed and which can be addressed using low intensity grants. In doing so, the Programme should aim at achieving a comprehensive coverage of households and territories, as gaps in an already covered area are uneconomic to address at a later stage.

Amendment

(27) Unconnected territories in all areas of the Union, including in central ones, represent bottlenecks and unexploited potential to the digital single market. In most rural and remote areas, high quality Internet connectivity can play an essential role in preventing digital divide and isolation, **developing new services and reducing the risk of** depopulation by reducing the costs of delivery of both goods and services and partially compensating for remoteness. High quality Internet connectivity is necessary for new economic opportunities such as precision farming or the development of a bio-economy in rural areas. The Programme should contribute to providing all European households, rural or urban, with very high capacity fixed or wireless connectivity, focusing on those deployments for which a degree of market failure is observed and which can be addressed using low intensity grants. In doing so, the Programme should aim at achieving a comprehensive coverage of households and territories, as gaps in an already covered area are uneconomic to address at a later stage.

Or. ro

Amendment 58

Ivan Jakovčić, Jozo Radoš

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) Unconnected territories in all areas of the Union, including in central ones, represent bottlenecks and unexploited potential to the digital single market. In most rural and remote areas, **high quality** Internet connectivity can play an essential role in preventing digital divide, isolation and **depopulation** by reducing the costs of delivery of both goods and services and partially compensating for remoteness.

High quality Internet connectivity is necessary for new economic opportunities such as precision farming or the development of a bio-economy in rural areas. The Programme should contribute to providing all European households, rural or urban, with very high capacity fixed or wireless connectivity, focusing on those deployments for which a degree of market failure is observed and which can be addressed using **low intensity** grants. In doing so, the Programme should aim at achieving a comprehensive coverage of households and territories, as gaps in an already covered area are uneconomic to address at a later stage.

Amendment

(27) Unconnected territories in all areas of the Union, including in central ones, represent bottlenecks and unexploited potential to the digital single market. In most rural and remote areas, **high-quality** Internet connectivity can play an essential role in preventing **a** digital divide, isolation and demographic problems, **and in stimulating the economy**, by reducing the costs of delivery of both goods and services and partially compensating for remoteness. **High-quality** Internet connectivity is necessary for new economic opportunities such as precision farming or the development of a bio-economy in rural areas. The Programme should contribute to providing all European households, rural or urban, with very high capacity fixed or wireless connectivity, focusing on those deployments for which a degree of market failure is observed and which can be addressed using **low-intensity** grants. In doing so, the Programme should aim at achieving a comprehensive coverage of households and territories, as gaps in an already covered area are uneconomic to address at a later stage.

Or. hr

Amendment 59

Liliana Rodrigues

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) Unconnected territories in all areas of the Union, including in central ones, represent bottlenecks and unexploited potential to the digital single market. In most rural and remote areas, high quality Internet connectivity can play an essential role in preventing digital divide, isolation and depopulation by reducing the costs of delivery of both goods and services and partially compensating for remoteness. High quality Internet connectivity is necessary for new economic opportunities such as precision farming or the development of a bio-economy in rural areas. The Programme should contribute to providing all European households, rural or urban, with very high capacity fixed or wireless connectivity, focusing on those deployments for which a degree of market failure is observed and which can be addressed using low intensity grants. In doing so, the Programme should aim at achieving a comprehensive coverage of households and territories, as gaps in an already covered area are uneconomic to address at a later stage.

Amendment

(27) Unconnected territories in all areas of the Union, including in central ones, represent bottlenecks and unexploited potential to the digital single market. In most rural and remote areas **and the Outermost Regions**, high quality Internet connectivity can play an essential role in preventing digital divide, isolation and depopulation by reducing the costs of delivery of both goods and services and partially compensating for remoteness. High quality Internet connectivity is necessary for new economic opportunities such as precision farming or the development of a bio-economy in rural areas. The Programme should contribute to providing all European households, rural or urban, with very high capacity fixed or wireless connectivity, focusing on those deployments for which a degree of market failure is observed and which can be addressed using low intensity grants. In doing so, the Programme should aim at achieving a comprehensive coverage of households and territories, as gaps in an already covered area are uneconomic to address at a later stage.

Or. pt

Amendment 60

Maria Gabriela Zoană

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

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.*

necessary redundancy for such vital infrastructure, and to increase the capacity and resilience of the Union's digital networks. However, such projects *can become viable and can be implemented more quickly for the benefit of the entire community by developing public-private partnerships.*

Or. ro

Amendment 61
Liliana Rodrigues

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 commercially non-viable without public support.

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, *the Outermost Regions* 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.

Or. pt

Amendment 62
Ivan Jakovčić, Jozo Radoš

Proposal for a regulation
Recital 28

Text proposed by the Commission

(28) The deployment of backbone electronic communications networks,

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.

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 **financially unprofitable and** commercially non-viable without public support.

Or. hr

Amendment 63
Claudia Schmidt

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 - **must** be technically compatible with EGNOS/Galileo and Copernicus.

Or. de

Amendment 64
Davor Škrlec
on behalf of the Verts/ALE Group

Proposal for a regulation
Recital 32

Text proposed by the Commission

(32) The policy objectives of this Programme will be also addressed through financial instruments and budgetary guarantee under the policy window(s) [...] of the InvestEU Fund. The Programme's actions should be used to address market failures or sub-optimal investment situations, in a proportionate manner, without duplicating or crowding out private financing and have a clear European added value.

Amendment

(32) The policy objectives of this Programme will be also addressed through financial instruments and budgetary guarantee under the policy window(s) [...] of the InvestEU Fund. The Programme's actions should be used to address market failures or sub-optimal investment situations, in a proportionate manner, without duplicating or crowding out private financing and have a clear European added value. ***If the InvestEU Fund would be used to support the Programme's investments, it shall only support zero-emission infrastructure.***

Or. en

Amendment 65
Claudia Schmidt

Proposal for a regulation
Recital 32

Text proposed by the Commission

(32) The policy objectives of this Programme will be also addressed through financial instruments and budgetary guarantee under the policy window(s) [...] of the InvestEU Fund. The Programme's actions should ***be used to address market failures or sub-optimal investment situations, in a proportionate manner, without duplicating or crowding out*** private financing and have a clear European added value.

Amendment

(32) The policy objectives of this Programme will be also addressed through financial instruments and budgetary guarantee under the policy window(s) [...] of the InvestEU Fund. The Programme's actions should ***not duplicate or crowd out*** private financing and have a clear European added value.

Or. de

Amendment 66
Constanze Krehl

Proposal for a regulation
Recital 35

Text proposed by the Commission

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 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 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.

deleted

Or. en

Amendment 67
Andrey Novakov, Constanze Krehl

Proposal for a regulation
Recital 35

Text proposed by the Commission

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

deleted

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 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. en

Amendment 68
Liliana Rodrigues

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

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, ***following consultation with local and regional authorities***, 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

(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.

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.

Or. pt

Amendment 69

Davor Škrlec

on behalf of the Verts/ALE Group

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 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*.

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

Or. en

Amendment 70

Ivan Jakovčić, Jozo Radoš

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”³⁸.

³⁸ COM(2018) 65, page 13

Amendment

(42) The Union should *achieve* coherence and synergies with the Union programmes for external policies, including pre-accession assistance following the engagements *entered into* in the context of the Communication “A credible enlargement perspective for and enhanced EU engagement with the Western Balkans”³⁸.

³⁸ COM(2018) 65, page 13

Or. hr

Amendment 71

Ivan Jakovčić, Jozo Radoš

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 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.

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. *Clear criteria should be laid down for such projects.*

Or. hr

Amendment 72

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Maria Gabriela Zoană

Proposal for a regulation

Recital 45

Text proposed by the Commission

(45) Adequate monitoring and reporting measures ***including*** indicators should be implemented in order to report the progress of the Programme towards the achievement of the general and specific objectives set out in this Regulation. This performance reporting system should ensure that data for monitoring implementation of the Programme and its results are collected efficiently, effectively and in a timely manner. It is necessary to impose proportionate reporting requirements on recipients of Union funds in order to collect relevant data for the Programme.

Amendment

(45) Adequate ***joint*** monitoring and reporting measures ***on the basis of joint*** indicators should be implemented in order to report the progress of the Programme towards the achievement of the general and specific objectives set out in this Regulation. This performance reporting system should ensure that ***the same set of*** data for monitoring implementation of the Programme and its results are collected efficiently, effectively and in a timely manner ***in all countries taking part in the programme, including third countries***. It is necessary to impose proportionate reporting requirements on recipients of Union funds in order to collect relevant data for the Programme.

Or. ro

Amendment 73

Martina Anderson

Proposal for a regulation

Article 2 – paragraph 1 – point p a (new)

Text proposed by the Commission

Amendment

(pa) Given the nature of the future relations between Britain and the EU is not yet agreed, the Programme shall prepare mitigation measures to ensure the connectivity of the EU 27.

Or. en

Amendment 74

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 2 – paragraph 1 – point r a (new)

Text proposed by the Commission

Amendment

(ra) "Efficiency first principle" means the prioritisation, in all energy planning, policy and investment decisions, of measures to make energy demand and energy supply more efficient, by means of cost-optimal energy end-use savings, demand-side response initiatives and more efficient conversion, transmission and distribution of energy.

Or. en

Amendment 75

Iskra Mihaylova

Proposal for a regulation

Article 3 – paragraph 1

Text proposed by the Commission

Amendment

1. The Programme has the general objective to develop and modernise the trans-European networks in the fields of transport, energy and digital and to facilitate cross-border cooperation in the field of renewable energy, taking into account the long-term decarbonisation commitments and with emphasis on synergies among sectors.

1. The Programme has the general objective to develop and modernise the trans-European networks in the fields of transport, energy and digital and to facilitate cross-border cooperation in the field of renewable energy, taking into account the long-term decarbonisation commitments and with emphasis on synergies ***and complementarities*** among sectors, ***thus contributing to smart, sustainable and inclusive growth.***

Or. en

Amendment 76

Norica Nicolai, Maria Gabriela Zoană

Proposal for a regulation

Article 3 – paragraph 1

Text proposed by the Commission

1. The Programme has the general objective to develop and modernise the trans-European networks in the fields of transport, energy and digital **and** to facilitate cross-border cooperation in the field of renewable energy, taking into account the long-term decarbonisation commitments and with emphasis on synergies among sectors.

Amendment

1. The Programme has the general objective to develop and modernise the trans-European networks in the fields of transport, energy and digital, to facilitate cross-border cooperation **and create cross border links** in the field of renewable energy, taking into account the long-term decarbonisation commitments and with emphasis on synergies among sectors.

Or. en

Amendment 77

Matthijs van Miltenburg

Proposal for a regulation

Article 3 – paragraph 1

Text proposed by the Commission

1. The Programme has the general objective to develop and modernise the trans-European networks in the fields of transport, energy and digital and to facilitate cross-border cooperation in the field of renewable energy, taking into account the long-term decarbonisation commitments and with emphasis on synergies among sectors.

Amendment

1. The Programme has the general objective to develop and modernise the trans-European networks in the fields of transport, energy and digital and to facilitate cross-border cooperation in the field of renewable energy, **seriously** taking into account the long-term decarbonisation commitments and with emphasis on synergies among sectors.

Or. en

Amendment 78

Ivan Jakovčić, Jozo Radoš

Proposal for a regulation

Article 3 – paragraph 1

Text proposed by the Commission

1. The Programme has the general objective **to develop** and **modernise** the

Amendment

1. The Programme has the general objective **of developing** and **modernising**

trans-European networks in the fields of transport, energy and digital and **to facilitate** cross-border cooperation in the field of renewable energy, taking into account the long-term decarbonisation commitments and with emphasis on synergies among sectors.

the trans-European networks in the fields of transport, energy and digital **technology** and **of bringing about** cross-border cooperation in the field of renewable energy, taking into account the long-term decarbonisation commitments and with emphasis on synergies among sectors.

Or. hr

Amendment 79
Martina Anderson

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

Text proposed by the Commission

(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;

Amendment

(i) to contribute to the development of projects of common interest relating to efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, **accessible to persons with disabilities**, safe and secure mobility, **and which satisfy public acceptance criteria, including stakeholder mappings and feasibility studies**;

Or. en

Amendment 80
Claudia Schmidt

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

Text proposed by the Commission

(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**;

Amendment

(i) to contribute to the development of projects of common interest relating to efficient and interconnected networks and infrastructure, **and the connection of rural areas to TEN-T core networks, to create a single**, smart, sustainable, inclusive **and safe European transport area**;

Amendment 81

Ivan Jakovčić, Jozo Radoš

Proposal for a regulation

Article 3 – paragraph 2 – point a – point i

Text proposed by the Commission

(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;

Amendment

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

Or. hr

Amendment 82

Iskra Mihaylova

Proposal for a regulation

Article 3 – paragraph 2 – point a – point i

Text proposed by the Commission

(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;

Amendment

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

Or. en

Amendment 83

Norica Nicolai, Maria Gabriela Zoană

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 **and cross border** interest relating to efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility;

Or. en

Amendment 84

Davor Škrlec

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

Amendment 85

Martina Anderson

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;

(ii) to prevent the use of TEN-T networks for militaristic motives, and ensure that EU transport funding benefits citizens directly;

Or. en

Amendment 86

Matthijs van Miltenburg

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, 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 ***through, amongst others, clean and innovative technologies***, and ensuring security of supply, and to facilitate cross-border cooperation in the area of renewable energy;

Or. en

Amendment 87

Davor Škrlec

on behalf of the Verts/ALE Group

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, ***all*** projects of common interest ***should facilitate the decarbonisation of the economy, prioritise zero-emission solutions and comply with*** further integration of the internal energy market, interoperability of networks across borders and sectors, ensuring security of supply, and ***should*** facilitate cross-border cooperation in the area of renewable energy;

Or. en

Amendment 88

Ivan Jakovčić, Jozo Radoš

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, to contribute to the development of projects of common ***social and economic*** 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;

Or. hr

Amendment 89

Ivan Jakovčić, Jozo Radoš

Proposal for a regulation

Article 3 – paragraph 2 – point c

Text proposed by the Commission

(c) In the digital sector, to contribute to the deployment of very high capacity digital networks and 5G systems, to the increased resilience and capacity of digital backbone networks on EU territories by linking them to neighbouring territories, as well to the digitalisation of transport and energy networks.

Amendment

(c) In the digital sector, to contribute to the ***development of projects of common social and economic interest that contribute to the*** deployment of very high capacity digital networks and 5G systems, to the increased resilience and capacity of digital backbone networks on EU territories by linking them to neighbouring territories, as well to the digitalisation of transport and energy networks.

Or. hr

Amendment 90

Claudia Schmidt

Proposal for a regulation

Article 3 – paragraph 2 – point c

Text proposed by the Commission

(c) In the digital sector, to contribute to

Amendment

(c) In the digital sector, to contribute to

the deployment of very high capacity digital networks and 5G systems, to the increased resilience and capacity of digital backbone networks on EU territories by linking them to neighbouring territories, as well to the digitalisation of transport and energy networks.

the deployment of very high capacity digital networks and 5G systems, to the increased resilience and capacity of digital backbone networks on EU territories by linking them to neighbouring territories, as well to the digitalisation of transport and energy networks ***to expedite the introduction of autonomous environmentally-friendly transport systems.***

Or. de

Amendment 91
Claudia Schmidt

Proposal for a regulation
Article 4 – paragraph 2 – point a – introductory part

Text proposed by the Commission

Amendment

(a) ***up to*** EUR 30,615,493,000 for the specific objectives referred to in Article 3(2)(a), of which:

(a) ***at least*** EUR 30,615,493,000 for the specific objectives referred to in Article 3(2)(a), of which:

Or. de

Amendment 92
Ivan Jakovčić, Jozo Radoš

Proposal for a regulation
Article 4 – paragraph 2 – point a – introductory part

Text proposed by the Commission

Amendment

(a) ***up to*** EUR 30,615,493,000 for the specific objectives referred to in Article 3(2)(a), of which:

(a) EUR 30,615,493,000 for the specific objectives referred to in Article 3(2)(a), of which:

Or. hr

Amendment 93
Andrey Novakov, Constanze Krehl

Proposal for a regulation
Article 4 – paragraph 2 – point a – point ii

Text proposed by the Commission

Amendment

(ii) EUR 11,285,493,000 transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in Member States eligible for funding from the Cohesion Fund; **deleted**

Or. en

Amendment 94
Norica Nicolai, Maria Gabriela Zoană

Proposal for a regulation
Article 4 – paragraph 2 – point a – point ii

Text proposed by the Commission

Amendment

(ii) EUR 11,285,493,000 transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in Member States eligible for funding from the Cohesion Fund;

(ii) EUR 10,000,000,000 transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in Member States eligible for funding from the Cohesion Fund;

Or. en

Justification

The Common Provision regulation in art 104.4 states that the transfer from Cohesion Fund to CEF amounts to 10 bn EUR.

Amendment 95
Victor Boștinăru

Proposal for a regulation
Article 4 – paragraph 2 – point a – point ii

Text proposed by the Commission

Amendment

(ii) EUR 11,285,493,000 transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in

(ii) EUR XXX transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in Member States

Member States eligible for funding from the Cohesion Fund;

eligible for funding from the Cohesion Fund;

Or. en

Amendment 96

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 4 – paragraph 2 – point b

Text proposed by the Commission

(b) up to EUR 8,650,000,000 for the specific objectives referred to in Article 3(2)(b), out of which **up to** 10% for the cross-border projects in the field of renewable energy

Amendment

(b) up to EUR 8,650,000,000 for the specific objectives referred to in Article 3(2)(b), out of which **at least** 10% for the cross-border projects in the field of renewable energy;

Or. en

Amendment 97

Claudia Schmidt

Proposal for a regulation

Article 4 – paragraph 2 – point b

Text proposed by the Commission

(b) **up to** EUR 8,650,000,000 for the specific objectives referred to in Article 3(2)(b), out of which up to 10% for the cross-border projects in the field of renewable energy

Amendment

(b) **at least** EUR 8,650,000,000 for the specific objectives referred to in Article 3(2)(b), out of which up to 10% for the cross-border projects in the field of renewable energy

Or. de

Amendment 98

Ivan Jakovčić, Jozo Radoš

Proposal for a regulation

Article 4 – paragraph 2 – point b

Text proposed by the Commission

(b) **up to** EUR 8,650,000,000 for the specific objectives referred to in Article 3(2)(b), out of which up to 10% for the cross-border projects in the field of renewable energy

Amendment

(b) EUR 8,650,000,000 for the specific objectives referred to in Article 3(2)(b), out of which up to 10% for the cross-border projects in the field of renewable energy

Or. hr

Amendment 99
Claudia Schmidt

Proposal for a regulation
Article 4 – paragraph 2 – point c

Text proposed by the Commission

(c) **up to** EUR 3,000,000,000 for the specific objectives referred to in Article 3(2)(c).

Amendment

(c) **at least** EUR 3,000,000,000 for the specific objectives referred to in Article 3(2)(c).

Or. de

Amendment 100
Ivan Jakovčić, Jozo Radoš

Proposal for a regulation
Article 4 – paragraph 2 – point c

Text proposed by the Commission

(c) **up to** EUR 3,000,000,000 for the specific objectives referred to in Article 3(2)(c).

Amendment

(c) EUR 3,000,000,000 for the specific objectives referred to in Article 3(2)(c).

Or. hr

Amendment 101
Norica Nicolai, Maria Gabriela Zoană

Proposal for a regulation

Article 4 – paragraph 4

Text proposed by the Commission

4. The amount referred to in paragraph 1 may be used for technical and administrative assistance for the implementation of the Programme and the sector-specific guidelines, such as preparatory, monitoring, control, audit and evaluation activities including corporate information and technology systems. This amount may also be used to finance accompanying measures to support the preparation of projects.

Amendment

4. The amount referred to in paragraph 1 may be **also** used for technical and administrative assistance for the implementation of the Programme and the sector-specific guidelines, such as preparatory, monitoring, control, audit and evaluation activities including corporate information and technology systems. This amount may also be used to finance accompanying measures to support the preparation of projects.

Or. en

Amendment 102

Maria Gabriela Zoană

Proposal for a regulation

Article 4 – paragraph 4

Text proposed by the Commission

4. The amount referred to in paragraph 1 may be used for technical and administrative assistance for the implementation of the Programme and the sector-specific guidelines, such as preparatory, monitoring, control, audit and evaluation activities including corporate information and technology systems. This amount may also be used to finance accompanying measures to support the preparation of projects.

Amendment

4. The amount referred to in paragraph 1 may **also** be used for technical and administrative assistance for the implementation of the Programme and the sector-specific guidelines, such as preparatory, monitoring, control, audit and evaluation activities including corporate information and technology systems. This amount may also be used to finance accompanying measures to support the preparation of projects.

Or. ro

Amendment 103

Andrey Novakov, Constanze Krehl

Proposal for a regulation

Article 4 – paragraph 7

Text proposed by the Commission

Amendment

7. The amount transferred from the Cohesion Fund shall be implemented in accordance with this Regulation, subject to paragraph 8 and without prejudice to Article 14(2)(b).

deleted

Or. en

Amendment 104

Maria Gabriela Zoană

Proposal for a regulation

Article 4 – paragraph 7

Text proposed by the Commission

Amendment

7. The amount transferred from the Cohesion Fund shall be implemented in accordance with this Regulation, subject to paragraph 8 and without prejudice to Article 14(2)(b).

7. The amount transferred from the Cohesion Fund shall be implemented in accordance with this Regulation, subject to paragraph 8 and without prejudice to Article 14(2)(b). ***While the EU contribution granted in accordance with the national allocations under the Cohesion Fund may exceed the total national allocations, the total reimbursement shall not exceed the amount transferred from the Cohesion Fund to the CEF. Any savings resulting from the implementation of the actions shall be made available to the Member State concerned to finance the eligible actions referred to in Article 9.***

Or. ro

Amendment 105

Andrey Novakov, Constanze Krehl

Proposal for a regulation

Article 4 – paragraph 8

Text proposed by the Commission

Amendment

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.*

deleted

Or. en

Amendment 106

Maria Gabriela Zoană

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*

Amendment

8. Amounts transferred from the Cohesion Fund 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.

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. ro

Amendment 107

Victor Boştinaru

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 ***to be spent exclusively in*** Member States eligible for funding from the Cohesion Fund, the selection of projects eligible for financing shall respect the national allocations under the Cohesion Fund.

Or. en

Amendment 108

Norica Nicolai, Maria Gabriela Zoană

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, **100%** 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.

Or. en

Amendment 109 **Liliana Rodrigues**

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

Amendment

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 ***as well as the Outermost Regions.*** Until 31 December 2023, the selection of projects eligible for financing shall respect the

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.

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.

Or. pt

Amendment 110
Daniel Buda

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, 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, **heavy traffic** 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.

Or. ro

Amendment 111
Ivan Jakovčić, Jozo Radoš

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, 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 **for** cross-border **links, transport bottlenecks**, 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.

Or. hr

Amendment 112
Davor Škrlec
on behalf of the Verts/ALE Group

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

Amendment

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.

finance *sustainable* 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.

Or. en

Amendment 113

Urmas Paet, Tunne Kelam, Petras Auštrevičius, Ivari Padar

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

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.

Regulation.

Or. en

Amendment 114
Victor Boştinaru

Proposal for a regulation
Article 4 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

8a. In Member States eligible for funding from the Cohesion Fund, which may experience difficulties in designing projects that are of sufficient maturity and/or quality and which have sufficient added value for the Union, maximum support shall be given to support programme support actions aimed at strengthening institutional capacity and the efficiency of public administrations in relation to the development and implementation of projects.

Or. en

Amendment 115
Victor Boştinaru

Proposal for a regulation
Article 4 – paragraph 9

Text proposed by the Commission

Amendment

9. Resources allocated to Member States under shared management may, at their request, be transferred to the Programme. The Commission shall implement those resources directly in accordance with [point (a) of Article 62(1)] of the Financial Regulation or indirectly in accordance with point (c) of that Article. **Where possible** those resources shall be used for the benefit of the Member State

9. **Without prejudice to Article 4(2)(a)**, resources allocated to Member States under shared management, **with the exception of those under the European Regional Development Fund, the Cohesion Fund, the European Social Fund Plus, the European Maritime and Fisheries Fund, and the European Agricultural Fund for Rural Development**, may, at their request, be

concerned.

transferred to the Programme. The Commission shall implement those resources directly in accordance with [point (a) of Article 62(1)] of the Financial Regulation or indirectly in accordance with point (c) of that Article. Those resources shall be used **only** for the benefit of the Member State concerned.

Or. en

Amendment 116
Maria Gabriela Zoană

Proposal for a regulation
Article 4 – paragraph 9

Text proposed by the Commission

9. Resources allocated to Member States under shared management may, at their request, be transferred to the Programme. The Commission shall implement those resources directly in accordance with [point (a) of Article 62(1)] of the Financial Regulation or indirectly in accordance with point (c) of that Article. **Where possible** those resources shall **be used** for the benefit of the Member State concerned.

Amendment

9. Resources allocated to Member States under shared management may, at their request, be transferred to the Programme. The Commission shall implement those resources directly in accordance with [point (a) of Article 62(1)] of the Financial Regulation or indirectly in accordance with point (c) of that Article. **The transfer of** those resources shall **be voluntary and shall take place only** for the benefit of the Member State concerned.

Or. ro

Amendment 117
Norica Nicolai

Proposal for a regulation
Article 4 – paragraph 9

Text proposed by the Commission

9. Resources allocated to Member States under shared management may, at their request, be transferred to the Programme. The Commission shall

Amendment

9. Resources allocated to Member States under shared management may, at their request, be transferred to the Programme. The Commission shall

implement those resources directly in accordance with [point (a) of Article 62(1)] of the Financial Regulation or indirectly in accordance with point (c) of that Article. **Where possible** those resources shall be used **for the benefit of** the Member State concerned.

implement those resources directly in accordance with [point (a) of Article 62(1)] of the Financial Regulation or indirectly in accordance with point (c) of that Article. **The transfer of** those resources shall **have a voluntary basis and shall exclusively** be used **in** the Member State concerned.

Or. en

Amendment 118
Norica Nicolai, Maria Gabriela Zoană

Proposal for a regulation
Article 4 – paragraph 9

Text proposed by the Commission

9. Resources allocated to Member States under shared management may, at their request, be transferred to the Programme. The Commission shall implement those resources directly in accordance with [point (a) of Article 62(1)] of the Financial Regulation or indirectly in accordance with point (c) of that Article. **Where possible** those resources shall be used **for the benefit of** the Member State concerned.

Amendment

9. Resources allocated to Member States under shared management may, at their request, be transferred to the Programme. The Commission shall implement those resources directly in accordance with [point(a) of Article 62(1)] of the Financial Regulation or indirectly in accordance with point (c) of that Article. **The transfer of** those resources shall **have a voluntary basis and shall exclusively** be used **in** the Member State concerned.

Or. en

Amendment 119
Ivan Jakovčić, Jozo Radoš

Proposal for a regulation
Article 4 – paragraph 9

Text proposed by the Commission

9. Resources allocated to Member States under shared management may, at their request, be transferred to the Programme. The Commission shall implement those resources directly in

Amendment

9. Resources allocated to Member States under shared management may, at their request, be transferred to the Programme. The Commission shall implement those resources directly in

accordance with [point (a) of Article 62(1)] of the Financial Regulation or indirectly in accordance with point (c) of that Article. Where possible those resources shall be used for the benefit of the Member State concerned.

accordance with [point (a) of Article 62(1)] of the Financial Regulation or indirectly in accordance with point (c) of that Article. Where possible those resources shall be used **primarily** for the benefit of the Member State concerned.

Or. hr

Amendment 120
Maria Gabriela Zoană

Proposal for a regulation
Article 5 – paragraph 1 – point d – indent 4

Text proposed by the Commission

– guarantees the rights of the Union to ensure sound financial management and to protect its financial interests.

Amendment

– guarantees the rights of the Union to ensure sound financial management, **to monitor the programme** and to protect its financial interests.

Or. ro

Amendment 121
Davor Škrlec
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 7 – title

Text proposed by the Commission

Cross-border projects in the field of renewable energy

Amendment

Cross-border projects in the field of renewable energy **and circular economy**

Or. en

Amendment 122
Liliana Rodrigues

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

1. Cross-border projects in the field of renewable energy shall involve at least two Member States and shall be included in a cooperation agreement or any other kind of arrangement between Member States or arrangements between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC. These projects shall be identified in accordance with the criteria and procedure laid down in Part IV of the Annex to this Regulation.

Amendment

1. Cross-border projects, **and those in the Outermost Regions**, in the field of renewable energy shall involve at least two Member States and shall be included in a cooperation agreement or any other kind of arrangement between Member States or arrangements between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC. These projects shall be identified in accordance with the criteria and procedure laid down in Part IV of the Annex to this Regulation.

Or. pt

Amendment 123

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 7 – paragraph 1

Text proposed by the Commission

1. Cross-border projects in the field of renewable energy shall involve at least two Member States and shall be included in a cooperation agreement or any other kind of arrangement between Member States or arrangements between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC. These projects shall be identified in accordance with the criteria and procedure laid down in Part IV of the Annex to this Regulation.

Amendment

1. Cross-border projects in the field of renewable energy **and circular economy** shall involve at least two Member States and shall be included in a cooperation agreement or any other kind of arrangement between Member States or arrangements between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC. These projects shall be identified in accordance with the criteria and procedure laid down in Part IV of the Annex to this Regulation.

Or. en

Amendment 124

Liliana Rodrigues

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission

3. Studies aiming at the development and identification of cross-border projects in the field of renewable energy shall be eligible for funding under this Regulation.

Amendment

3. Studies aiming at the development and identification of cross-border projects, **and projects in the Outermost Regions**, in the field of renewable energy shall be eligible for funding under this Regulation.

Or. pt

Amendment 125
Norica Nicolai, Maria Gabriela Zoană

Proposal for a regulation
Article 7 – paragraph 4

Text proposed by the Commission

4. ***Cross-border projects in the field of renewable energy shall be eligible for Union funding for works if they meet the following additional criteria:***

(a) the project specific cost-benefit analysis pursuant to point 3 of Part IV of the Annex provides evidence concerning the existence of significant cost savings and/or benefits in terms of system integration, security of supply or innovation, and;

(b) the applicant demonstrates, that the project would not materialise in the absence of the grant, or that the project cannot be commercially viable in the absence of the grant. This analysis shall take into account any revenues resulting from support schemes.

Amendment

deleted

Or. en

Amendment 126
Liliana Rodrigues

Proposal for a regulation
Article 7 – paragraph 4 – introductory part

Text proposed by the Commission

4. Cross-border projects in the field of renewable energy shall be eligible for Union funding for works if they meet the following additional criteria:

Amendment

4. Cross-border projects, **and projects in the Outermost Regions**, in the field of renewable energy shall be eligible for Union funding for works if they meet the following additional criteria:

Or. pt

Amendment 127
Davor Škrlec
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 7 – paragraph 4 – introductory part

Text proposed by the Commission

4. Cross-border projects in the field of renewable energy shall be eligible for Union funding for works if they meet the following additional criteria:

Amendment

4. Cross-border projects in the field of renewable energy **and circular economy** shall be eligible for Union funding for works if they meet the following additional criteria:

Or. en

Amendment 128
Davor Škrlec
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 7 – paragraph 4 – point a

Text proposed by the Commission

(a) the project specific cost-benefit analysis pursuant to point 3 of Part IV of the Annex provides evidence concerning the existence of significant cost savings and/or benefits in terms of system integration, security of supply or

Amendment

(a) the project specific cost-benefit analysis pursuant to point 3 of Part IV of the Annex provides evidence concerning the existence of significant cost savings and/or benefits in terms of **climate change mitigation and adaptation**, system

innovation, and;

integration, security of supply or
innovation, and;

Or. en

Amendment 129

Norica Nicolai, Maria Gabriela Zoană

Proposal for a regulation

Article 7 – paragraph 4 – point b

Text proposed by the Commission

Amendment

(b) the applicant demonstrates, that the project would not materialise in the absence of the grant, or that the project cannot be commercially viable in the absence of the grant. This analysis shall take into account any revenues resulting from support schemes.

deleted

Or. en

Amendment 130

Maria Gabriela Zoană

Proposal for a regulation

Article 8 – paragraph 3 – point c

Text proposed by the Commission

Amendment

(c) with regard to actions contributing to the deployment of 5G systems, priority shall be given to deployment of 5G corridors along major terrestrial transport paths, including the trans-European transport networks. The extent to which the action contributes to ensuring coverage along major transport paths enabling the uninterrupted provision of synergy digital services, while maximising potential positive spill-overs for territories and population in the vicinity of the project deployment area shall also be taken into account. An indicative list of projects that

(c) with regard to actions contributing to the deployment of 5G systems, priority shall be given to deployment of 5G corridors along major terrestrial transport paths, including the trans-European transport networks. The extent to which the action contributes to ensuring **corresponding coverage along major transport paths enabling the uninterrupted provision of synergy digital services, while maximising potential positive spill-overs for territories and population in the vicinity of the project deployment area shall also be taken into account. An indicative list of**

could benefit from support is included in Part V of the Annex;

projects that could benefit from support is included in Part V of the Annex;

Or. ro

Amendment 131
Liliana Rodrigues

Proposal for a regulation
Article 8 – paragraph 3 – point e

Text proposed by the Commission

(e) with regard to coverage with very high capacity networks, priority shall be given to actions contributing to coverage of territories and population, in inverse proportion to the intensity of the grant support that would be required to allow the project to be implemented, relative to the applicable maximum co-financing rates laid down in Article 14. The extent to which the action contributes to ensuring comprehensive coverage of the territory and population within a certain project deployment area, while maximising potential positive spill-overs for territories and population in the vicinity of the project deployment area shall also be taken into account.

Amendment

(e) with regard to coverage with very high capacity networks, priority shall be given to actions contributing to coverage of territories and population, in inverse proportion to the intensity of the grant support that would be required to allow the project to be implemented, relative to the applicable maximum co-financing rates laid down in Article 14. The extent to which the action contributes to ensuring comprehensive coverage of the territory and population within a certain project deployment area, while maximising potential positive spill-overs for territories and population in the vicinity of the project deployment area shall also be taken into account. ***Compliance with Article 349 of the TFEU should be achieved by making the EU's Outermost Regions a privileged place for rolling out the 5G network by launching pilot projects.***

Or. pt

Amendment 132
Victor Boştinaru

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

Text proposed by the Commission

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 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;

(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** 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 133

Ivan Jakovčić, Jozo Radoš

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, **and sections providing a solution to cross-border transport bottlenecks**;

Or. hr

Amendment 134

Iskra Mihaylova

Proposal for a regulation

Article 9 – paragraph 2 – point a – point ii

Text proposed by the Commission

(ii) actions implementing cross-border

Amendment

(ii) actions implementing **and**

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;

encouraging 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;

Or. en

Amendment 135
Marc Joulaud

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

Text proposed by the Commission

(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;

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, **airports** and rail-road terminals of the comprehensive network as defined at Annex II to Regulation (EU) No 1315/2013;

Or. fr

Justification

Given the remoteness factor and the circumstances described in Article 349 TFEU, airports are an essential tool for the development of the outermost regions and the means of integrating them into EU transport networks.

Amendment 136
Victor Boştinaru

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

Text proposed by the Commission

(iii) actions implementing sections of the comprehensive network located in outermost regions in accordance with

Amendment

(iii) actions implementing sections of the comprehensive network located in **border and** outermost regions in

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;

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;

Or. en

Amendment 137
Matthijs van Miltenburg

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

Text proposed by the Commission

(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;

Amendment

(iii) actions implementing sections of the comprehensive network located in **the** 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;

Or. en

Amendment 138
Maria Gabriela Zoană

Proposal for a regulation
Article 9 – paragraph 2 – point b – point iv

Text proposed by the Commission

(iv) actions supporting new technologies and innovation, including automation, enhanced transport services, modal integration and alternative fuels infrastructure, in accordance with Article 33 of Regulation (EU) No 1315/2013;

Amendment

(iv) actions supporting new technologies and innovation, including automation, enhanced transport services, modal integration and alternative fuels infrastructure, in accordance with Article 33 of Regulation (EU) No 1315/2013, **for**

*the reduction of carbon dioxide emissions
from traffic;*

Or. ro

Amendment 139

Maria Gabriela Zoană

Proposal for a regulation

Article 9 – paragraph 2 – point b – point viii

Text proposed by the Commission

(viii) actions improving transport infrastructure accessibility for all users in accordance with Article 37 of Regulation (EU) No 1315/2013;

Amendment

(viii) actions improving transport infrastructure accessibility **for all users (persons with disabilities or reduced mobility)** in accordance with Article 37 of Regulation (EU) No 1315/2013;

Or. ro

Amendment 140

Davor Škrlec

on behalf of the Verts/ALE Group

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

deleted

Or. en

Amendment 141

Urmas Paet, Ivare Padar, Tunne Kelam

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 142

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation
Article 9 – paragraph 3 – point a

Text proposed by the Commission

(a) actions relating to projects of common interest as set out at Article 14 of Regulation (EU) No 347/2013;

Amendment

(a) actions relating to projects of common interest as set out at Article 14 of Regulation (EU) No 347/2013 ***and which have been subject to climate proofing***;

Or. en

Amendment 143

Liliana Rodrigues

Proposal for a regulation
Article 9 – paragraph 3 – point b

Text proposed by the Commission

(b) actions supporting cross-border projects in the field of renewable energy, including their conception, as defined in Part IV of the Annex to this Regulation,

Amendment

(b) actions supporting cross-border projects, ***and projects in the Outermost Regions***, in the field of renewable energy, including their conception, as defined in

subject to the fulfilment of the conditions laid down in Article 7 of this Regulation.

Part IV of the Annex to this Regulation, subject to the fulfilment of the conditions laid down in Article 7 of this Regulation.

Or. pt

Amendment 144

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 9 – paragraph 3 – point b

Text proposed by the Commission

(b) actions supporting cross-border projects in the field of renewable energy, including their conception, as defined in Part IV of the Annex to this Regulation, subject to the fulfilment of the conditions laid down in Article 7 of this Regulation.

Amendment

(b) actions supporting cross-border projects in the field of renewable energy, including their conception, as defined in Part IV of the Annex to this Regulation, subject to the fulfilment of the conditions laid down in Article 7 of this Regulation;

Or. en

Amendment 145

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 9 – paragraph 3 – point b a (new)

Text proposed by the Commission

Amendment

(ba) Actions removing barriers for smart grid projects to be eligible in the PCI list and to receive financial support from the Programme;

Or. en

Amendment 146

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation
Article 9 – paragraph 3 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

Actions supporting energy efficiency projects.

Or. en

Amendment 147
Ivan Jakovčić, Jozo Radoš

Proposal for a regulation
Article 9 – paragraph 4 – subparagraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) actions whereby the digital sector can support social and economic development in remote regions, mountain and island regions, and other regions which economically and demographically are lagging behind;

Or. hr

Amendment 148
Liliana Rodrigues

Proposal for a regulation
Article 9 – paragraph 4 – subparagraph 1 – point f

Text proposed by the Commission

Amendment

(f) actions implementing digital connectivity infrastructure requirements related to cross-border projects in the areas of transport or energy and/or supporting operational digital platforms directly associated to transport or energy infrastructures.

(f) actions implementing digital connectivity infrastructure requirements related to cross-border projects, ***and projects in the Outermost Regions***, in the areas of transport or energy and/or supporting operational digital platforms directly associated to transport or energy infrastructures.

Amendment 149

Davor Škrlec

on behalf of the Verts/ALE Group

Proposal for a regulation

Article 9 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. In the energy sector, the Programme shall not support investment related to:

(a) production, processing, transmission, distribution, storage or combustion of fossil fuels [coherent with article 6 of draft Regulation on ERDF and Cohesion Funds];

(b) renewable and decarbonised gas projects transporting fossil gas.

Or. en

Amendment 150

Marc Joulaud

Proposal for a regulation

Article 11 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) legal entities established in a third country associated **to** the Programme;

(b) legal entities established in a third country associated **with** the Programme, **for actions related to a project concerning that third country;**

Or. fr

Justification

Non-European companies should not benefit under the Connecting Europe Facility when activities are carried out within the EU.

Amendment 151

Davor Škrlec
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 13 – paragraph 1 – point a

Text proposed by the Commission

(a) economic, social and environmental impact (benefits and costs);

Amendment

(a) economic, social, **climate** and environmental impact (benefits and costs);

Or. en

Amendment 152
Martina Anderson

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

Text proposed by the Commission

Amendment

(aa) *The assessment of proposals against the award criteria shall ensure that no proposal is accepted that creates or maintains infrastructure which is not accessible to everyone, including persons with disabilities.*

Or. en

Amendment 153
Martina Anderson

Proposal for a regulation
Article 13 – paragraph 1 – point b

Text proposed by the Commission

(b) innovation, safety, interoperability and accessibility aspects;

Amendment

(b) innovation, safety, interoperability and accessibility aspects ***particularly for persons with disabilities***;

Or. en

Amendment 154
Martina Anderson

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

Text proposed by the Commission

Amendment

(ba) Proposals in consideration for award shall have a proven record of public acceptance, such as stakeholder mapping and feasibility studies carried out in its region.

Or. en

Amendment 155
Ivan Jakovčić, Jozo Radoš

Proposal for a regulation
Article 13 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) cross-border dimension;

(c) cross-border dimension ***and contribution towards balance in regional development;***

Or. hr

Amendment 156
Ivan Jakovčić, Jozo Radoš

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

Text proposed by the Commission

Amendment

(ga) contribution to greater integration of the Union;

Or. hr

Amendment 157
Ivan Jakovčić, Jozo Radoš

Proposal for a regulation
Article 13 – paragraph 1 – point i

Text proposed by the Commission

(i) consistency with Union and national energy and climate plans.

Amendment

(i) consistency with Union and national ***and regional*** energy and climate plans.

Or. hr

Amendment 158
Davor Škrlec
on behalf of the Verts/ALE Group

Proposal for a regulation
Article 13 – paragraph 1 – point i

Text proposed by the Commission

(i) ***consistency with*** Union and national energy and climate plans.

Amendment

(i) ***delivery on*** Union and national energy and climate plans;

Or. en

Amendment 159
Davor Škrlec
on behalf of the Verts/ALE Group

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

Text proposed by the Commission

Amendment

(ia) resilience of the investments, with regards to the Paris Agreement and EU decarbonisation objectives;

Or. en

Amendment 160
Claudia Schmidt

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

Text proposed by the Commission

Amendment

**(ia) Connection of rural areas to the
TEN-T network**

Or. de

Amendment 161
Marc Joulaud

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

Text proposed by the Commission

Amendment

(ia) European added value.

Or. fr

Amendment 162
Davor Škrlec
on behalf of the Verts/ALE Group

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

Text proposed by the Commission

Amendment

(ib) "energy efficiency first" principle;

Or. en

Amendment 163
Davor Škrlec
on behalf of the Verts/ALE Group

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

Text proposed by the Commission

Amendment

(ic) *lifecycle assessment of planned infrastructure to ensure compliance with the sector specific emission reduction and decarbonisation pathways.*

Or. en

**Amendment 164
Constanze Krehl**

**Proposal for a regulation
Article 14 – paragraph 1**

Text proposed by the Commission

Amendment

1. For studies, the amount of Union financial assistance shall not exceed 50 % of the total eligible cost. For studies financed with the amounts transferred from the Cohesion Fund, the maximum co-financing rates shall be those applicable to the Cohesion Fund as specified in paragraph 2 (b).

deleted

Or. en

**Amendment 165
Andrey Novakov, Constanze Krehl**

**Proposal for a regulation
Article 14 – paragraph 1**

Text proposed by the Commission

Amendment

1. For studies, the amount of Union financial assistance shall not exceed 50 % of the total eligible cost. *For studies financed with the amounts transferred from the Cohesion Fund, the maximum co-financing rates shall be those applicable to the Cohesion Fund as specified in paragraph 2 (b).*

1. For studies, the amount of Union financial assistance shall not exceed 50 % of the total eligible cost.

Amendment 166
Claudia Schmidt

Proposal for a regulation
Article 14 – paragraph 1

Text proposed by the Commission

(1) For studies, the amount of Union financial assistance shall not exceed **50** % of the total eligible cost. For studies financed with the amounts transferred from the Cohesion Fund, the maximum co-financing rates shall be those applicable to the Cohesion Fund as specified in paragraph 2 (b).

Amendment

(1) For studies, the amount of Union financial assistance shall not exceed **25** % of the total eligible cost. For studies financed with the amounts transferred from the Cohesion Fund, the maximum co-financing rates shall be those applicable to the Cohesion Fund as specified in paragraph 2 (b).

Or. de

Amendment 167
Urmas Paet, Tunne Kelam, Petras Auštrevičius, Ivari Padar

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 168
Claudia Schmidt

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 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 **rural areas and in** outermost regions;

Or. de

Amendment 169
Ivan Jakovčić, Jozo Radoš

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.

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 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;

The co-financing rates may be increased 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;

Or. hr

Amendment 170
Andrey Novakov, Constanze Krehl

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

Text proposed by the Commission

Amendment

(b) as regards the amounts transferred from the Cohesion Fund, the maximum co-financing rates shall be those applicable to the Cohesion Fund as referred to in the Regulation (EU) XXX [CPR]. These co-financing rates may be increased to a maximum of 85% for actions relating to cross-border links under the conditions specified in point (c) of this paragraph;

deleted

Or. en

Amendment 171
Victor Boştinaru

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

Text proposed by the Commission

Amendment

(b) as regards the amounts transferred from the Cohesion Fund, the maximum co-

(b) as regards the amounts transferred from the Cohesion Fund, the maximum co-

financing rates shall be those applicable to the Cohesion Fund as referred to in the Regulation (EU) XXX [CPR]. These co-financing rates may be increased **to a maximum of 85%** for actions relating to cross-border links under the conditions specified in point (c) of this paragraph;

financing rates shall be those applicable to the Cohesion Fund as referred to in the Regulation (EU) XXX [CPR]. These co-financing rates may be increased **by up to 15 percentage points** for actions relating to cross-border links under the conditions specified in point (c) of this paragraph;

Or. en

Amendment 172

Ivan Jakovčić, Jozo Radoš

Proposal for a regulation Article 14 – paragraph 4

Text proposed by the Commission

4. For works in the digital sector, the following maximum co-financing rates shall apply: for works relating to the specific objectives referred to in Article 3(2)(c), the amount of Union financial assistance shall not exceed 30% of the total eligible cost. The co-financing rates may be increased **up to 50%** for actions with a strong cross-border dimension, such as uninterrupted coverage with 5G systems along major transport paths or deployment of backbone networks between Member States and between the Union and third countries, and up to 75% for actions implementing the Gigabit connectivity of socio-economic drivers. Actions in the field of providing local wireless connectivity in local communities shall be funded by Union financial assistance covering up to 100% of the eligible costs, without prejudice to the principle of co-financing.

Amendment

4. For works in the digital sector, the following maximum co-financing rates shall apply: for works relating to the specific objectives referred to in Article 3(2)(c), the amount of Union financial assistance shall not exceed 30% of the total eligible cost. The co-financing rates may be increased for actions with a strong cross-border dimension, such as uninterrupted coverage with 5G systems along major transport paths or deployment of backbone networks between Member States and between the Union and third countries, and up to 75% for actions implementing the Gigabit connectivity of socio-economic drivers. Actions in the field of providing local wireless connectivity in local communities shall be funded by Union financial assistance covering up to 100% of the eligible costs, without prejudice to the principle of co-financing.

Or. hr

Amendment 173

Victor Boştinaru

Proposal for a regulation
Article 15 – paragraph 1 – point c

Text proposed by the Commission

(c) expenditure related to the purchase of land shall not be an eligible cost;

Amendment

(c) expenditure related to the purchase of land shall not be an eligible cost, ***except for funds transferred from the Cohesion Fund in the transport sector in accordance with Regulation (EU) XXX [Regulation of the European Parliament and of the Council laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, and the European Maritime and Fisheries Fund and financial rules for those and for the Asylum and Migration Fund, the Internal Security Fund and the Border Management and Visa Instrument ('CPR')]***;

Or. en

Amendment 174
Maria Gabriela Zoană

Proposal for a regulation
Article 15 – paragraph 1 – point c

Text proposed by the Commission

(c) expenditure related to the purchase of land shall not be an eligible cost;

Amendment

(c) expenditure related to the purchase of land shall not be an eligible cost; ***with the exception of funds transferred in the transport sector from the Cohesion Fund under the Regulation laying down common provisions.***

Or. ro

Amendment 175
Norica Nicolai, Maria Gabriela Zoană

Proposal for a regulation
Article 15 – paragraph 1 – point c

Text proposed by the Commission

(c) expenditure related to the purchase of land shall not be an eligible cost;

Amendment

(c) expenditure related to the purchase of land shall not be an eligible cost ***with the exception of the resources transferred from the Cohesion Fund.***

Or. en

Amendment 176
Victor Boştinaru

Proposal for a regulation
Article 15 – paragraph 1 – point d

Text proposed by the Commission

(d) eligible costs shall not include value added tax ("VAT").

Amendment

(d) eligible costs shall not include value added tax ("VAT"). ***As regards the amount transferred from the Cohesion Fund to be spent in Member States eligible for funding from the Cohesion Fund, the eligibility rules concerning VAT shall be those applicable to the Cohesion Fund referred to in Regulation (EU) XXX [Regulation of the European Parliament and of the Council laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, and the European Maritime and Fisheries Fund and financial rules for those and for the Asylum and Migration Fund, the Internal Security Fund and the Border Management and Visa Instrument ('CPR')].***

Or. en

Amendment 177
Norica Nicolai, Maria Gabriela Zoană

Proposal for a regulation
Article 15 – paragraph 1 – point d

Text proposed by the Commission

(d) eligible costs shall **not** include value added tax ("VAT").

Amendment

(d) eligible costs shall include value added tax ("VAT") **according with art 126.3.C of EU, Euratom Regulation No 996/2012 for the cost categories when the relevant national authority declares them as eligible within the project application and when the VAT is not eligible according to the national VAT legislation or when it is paid by another beneficiary than the relevant entity according to the definition of directive 2006/112/CE of 26 November 2006 art 13.1.**

Or. en

Amendment 178
Maria Gabriela Zoană

Proposal for a regulation
Article 15 – paragraph 1 – point d

Text proposed by the Commission

(d) eligible costs shall not include value added tax ("VAT").

Amendment

(d) (D) eligible costs include value added tax (VAT) **in accordance with Article 126 (3)(c) of Regulation (EU, Euratom) No 966/2012.**

Or. ro

Amendment 179
Maria Gabriela Zoană

Proposal for a regulation
Article 15 – paragraph 1 – point d – point i (new)

Text proposed by the Commission

Amendment

(i) **(e) For amounts transferred from the Cohesion Fund, expenditure shall be**

eligible for funding if incurred by a beneficiary or private partner and paid in connection with operations implemented between 1 January 2021 and 31 December 2029.

Or. ro

Amendment 180
Norica Nicolai, Maria Gabriela Zoană

Proposal for a regulation
Article 15 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) For the amount transferred from the Cohesion Fund, projects initiated and not finalised within the period 2014-2020 and not paid within that period are considered eligible expenditures;

Or. en

Amendment 181
Norica Nicolai, Maria Gabriela Zoană

Proposal for a regulation
Article 15 a (new)

Text proposed by the Commission

Amendment

Article 15a

Conditions for actions which are implemented in two implementation periods.

(1) EU Contribution from the Cohesion Fund can be allocated to an action which is implemented over two periods and initiated according to the Regulation EC No. 1316/2013 if the following conditions are fulfilled:

(a) the action which has been selected within Regulation CE no 1316/2013 has

two phases which can be clearly identified.

(b) The expenditures declared in a payment claimed are not included in another claim within the second implementation phase.

(c) In the second phase the actions is eligible according to this regulation.

(d) The current Regulation is applicable to the second phase.

Or. en

Amendment 182
Maria Gabriela Zoană

Proposal for a regulation
Article 16 – paragraph 2 – point 1 (new)

Text proposed by the Commission

Amendment

(1) Conditions for phased implementation

(1) The EU Cohesion Fund contribution may be granted for the second phase of implementation of an action initiated under Regulation (EC) No. 1316/2013 if the following cumulative conditions are met:

(a) The action, as selected for support under Regulation (EC) No 1303/2013, has two phases identifiable from a financial point of view with separate audit trails;

(b) The total cost of the operation exceeds EUR 10 million;

(c) The expenditure included in a payment application relating to the first implementation phase is not included in any other payment application relating to the second phase of implementation;

(d) The second phase of the action is in line with applicable law and is eligible for support under the CEF;

(2) The provisions of this Regulation shall apply to the second phase of the action.

Or. ro

Amendment 183
Maria Gabriela Zoană

Proposal for a regulation
Article 17 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(ba) (c) If the action has not been finalised by 31 December 2029 and is scheduled to be finalised in the next financial year (phasing), the grant reduction shall be proportionate to the activities already carried out to achieve the objectives of the action. This will result in two financially identifiable stages with separate audit trails;

Or. ro

Amendment 184
Urmas Paet, Ivori Padar, Tunne Kelam

Proposal for a regulation
Article 17 – paragraph 2

Text proposed by the Commission

Amendment

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

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 185

Maria Gabriela Zoană

**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, ***except in duly justified cases.***

Or. ro

**Amendment 186
Andrey Novakov, Constanze Krehl**

**Proposal for a regulation
Article 18 – paragraph 2 – subparagraph 1**

Text proposed by the Commission

may receive support from the European Regional Development Fund or the Cohesion Fund in accordance with [paragraph 5 of Article 67] of Regulation (EU) XXX [CPR], provided that such actions are consistent with the objectives of the programme concerned. The rules of the Fund providing support shall apply.

Amendment

deleted

Or. en

**Amendment 187
Martina Anderson**

**Proposal for a regulation
Chapter 3 a (new)**

Text proposed by the Commission

Amendment

The award of grants shall ensure that peripheral regions are not disproportionately discriminated within Member States. Criteria will follow the procedure of subsidiarity by ensuring that

regional authorities are consulted when defining core and comprehensive networks, and defining where EU transport funding is most required.

Or. en

Amendment 188

Ivan Jakovčić, Jozo Radoš

Proposal for a regulation

Article 25 – paragraph 1

Text proposed by the Commission

1. The recipients of Union funding shall acknowledge the origin and ensure the visibility of the Union funding (in particular when promoting the actions and their results), by providing coherent, effective and proportionate targeted information to multiple audiences, including the media and the public.

Amendment

1. The recipients of Union funding shall acknowledge the origin and ensure the visibility of the Union funding (in particular when promoting the actions and their results), by providing coherent, effective and proportionate targeted information, ***in accordance with the rules laid down for Union funds***, to multiple audiences, including the media and the public.

Or. hr

Amendment 189

Maria Gabriela Zoană

Proposal for a regulation

Article 25 – paragraph 1

Text proposed by the Commission

1. The recipients of Union funding shall acknowledge the origin and ensure the visibility of the Union funding (in particular when promoting the actions and their results), by providing coherent, effective and proportionate targeted information to multiple audiences, including the media and the public.

Amendment

1. The recipients of Union funding shall acknowledge the origin and ensure the visibility of the Union funding ***in line with EU provisions*** (in particular when promoting the actions and their results), by providing coherent, effective and proportionate targeted information to multiple audiences, including the media and the public.

Or. ro

Amendment 190
Maria Gabriela Zoană

Proposal for a regulation
Article 25 – paragraph 2

Text proposed by the Commission

2. The Commission shall implement information and communication actions relating to the Programme, and its actions and results. Financial resources allocated to the Programme shall also contribute to the corporate communication of the political priorities of the Union, as far as they are related to the objectives referred to in Article 3.

Amendment

2. The Commission shall implement ***periodic*** information and communication actions relating to the Programme, and ***to its objectives*** actions and results. Financial resources allocated to the Programme shall also contribute to the corporate communication of the political priorities of the Union, as far as they are related to the objectives referred to in Article 3.

Or. ro

Amendment 191
Maria Gabriela Zoană

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

Text proposed by the Commission

– ***60% for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";***

Amendment

deleted

Or. ro

Amendment 192
Maria Gabriela Zoană

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

Text proposed by the Commission

Amendment

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

Or. ro

Amendment 193
Claudia Schmidt

Proposal for a regulation
Annex I – part II – paragraph 2

Text proposed by the Commission

For the actions listed at Article 9 paragraph 2 (a), **75%** of the budgetary resources should be allocated to actions on the core network corridors, 10% to actions on the core network outside the core network corridors and **15%** to actions on the comprehensive network.

Amendment

For the actions listed at Article 9 paragraph 2 (a), **65%** of the budgetary resources should be allocated to actions on the core network corridors, 10% to actions on the core network outside the core network corridors and **25%** to actions on the comprehensive network.

Or. de

Amendment 194
Norica Nicolai

Proposal for a regulation
Annex I – part III – point 1 a (new)

Text proposed by the Commission

Amendment

1a. Add to Core network corridor "Orient/East-Med"

at Cross Border

-Craiova-Vidin (Road Transport)

-Belgrade-Resita-Deva-Petrosani (Road Transport and Rail)

Or. en