



EUROPEAN PARLIAMENT

2009 - 2014

Committee on Regional Development

2011/0302(COD)

20.9.2012

AMENDMENTS

25 - 154

Draft opinion
Markus Pieper
(PE491.329v01-00)

on the proposal for a regulation of the European Parliament and of the Council
establishing the Connecting Europe Facility

Proposal for a regulation
(COM(2011)0665/2 – C7-0374/2011 – 2011/0302(COD))

AM\913372EN.doc

PE496.462v01-00

EN

United in diversity

EN

AM_Com_LegOpinion

Amendment 25
Luís Paulo Alves

Proposal for a regulation
Citation 1

Text proposed by the Commission

Having regard to the Treaty on the Functioning of the European Union, and in particular *Article* 172 thereof,

Amendment

Having regard to the Treaty on the Functioning of the European Union, and in particular *Articles* 172, **174 and 349** thereof,

Or. pt

Amendment 26
Victor Boștinăru

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) A fully functioning single market depends on modern, highly performing infrastructure connecting Europe particularly in the areas of transport, energy and telecommunications. These growth enhancing connections would provide better access to the internal market and consequently contribute to a more competitive market economy in line with Europe 2020 Strategy's objectives and targets.

Amendment

(2) A fully functioning single market depends on modern, **integrated**, highly performing infrastructure connecting Europe particularly in the areas of transport, energy and telecommunications. These growth enhancing connections would provide better access to the internal market and consequently contribute to a more competitive market economy in line with Europe 2020 Strategy's objectives and targets.

Or. en

Amendment 27
Nuno Teixeira

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) A fully functioning single market depends on modern, highly performing infrastructure connecting Europe particularly in the areas of transport, energy and telecommunications. These growth enhancing connections would provide better access to the internal market and consequently contribute to a more competitive market economy in line with Europe 2020 Strategy's objectives and targets.

Amendment

(2) A fully functioning single market depends on modern, highly performing infrastructure connecting Europe **and its regions**, particularly in the areas of transport, energy and telecommunications. These growth enhancing connections would provide better access to the internal market and consequently contribute to a more competitive market economy in line with Europe 2020 Strategy's objectives and targets.

Or. pt

Justification

The importance of promoting the integration and development of all Europe's regions, in line with the EU 2020 targets.

Amendment 28
Nuno Teixeira

Proposal for a regulation
Recital 5

Text proposed by the Commission

(5) The Commission has committed to mainstream climate change into Union spending programmes and to direct at least 20% of the Union budget to climate-related objectives. It is important to ensure that climate change mitigation and adaptation as well as risk prevention and management are promoted in the preparation, design and implementation of projects of common interest. Infrastructure investments covered by this Regulation should contribute to promoting the transition to a low-carbon and climate- and disaster-resilient economy and society.

Amendment

(5) The Commission has committed to mainstream climate change into Union spending programmes and to direct at least 20% of the Union budget to climate-related objectives. It is important to ensure that climate change mitigation and adaptation as well as risk prevention and management are promoted in the preparation, design and implementation of projects of common interest. Infrastructure investments covered by this Regulation should contribute to promoting the transition to a low-carbon and climate- and disaster-resilient economy and society, **without increasing the isolation of certain European regions**,

such as the outermost and island regions.

Or. pt

Justification

Measures and actions to promote a low-carbon society and economy should not be a cause of increased isolation for regions which are already distant from the internal economy.

Amendment 29
Riikka Manner

Proposal for a regulation
Recital 5

Text proposed by the Commission

(5) The Commission has committed to mainstream climate change into Union spending programmes and to direct at least 20% of the Union budget to climate-related objectives. It is important to ensure that climate change mitigation and adaptation as well as risk prevention and management are promoted in the preparation, design and implementation of projects of common interest. Infrastructure investments covered by this Regulation should contribute to promoting the transition to a low-carbon and climate- and disaster-resilient economy and society.

Amendment

(5) The Commission has committed to mainstream climate change into Union spending programmes and to direct at least 20% of the Union budget to climate-related objectives. It is important to ensure that climate change mitigation and adaptation as well as risk prevention and management are promoted in the preparation, design and implementation of projects of common interest. Infrastructure investments covered by this Regulation should contribute to promoting the transition to a low-carbon and climate- and disaster-resilient economy and society. ***The Commission should ensure that international agreements and standards applicable within the internal market are applied even-handedly to the Member States, without causing distortions of competition, in order to ensure the success of European undertakings in the face of global competition.***

Or. fi

Amendment 30
Rodi Kratsa-Tsagaropoulou

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) On 28 March 2011, the Commission adopted the White Paper "A Roadmap to a Single Transport Area — Towards a competitive and resource-efficient transport system". The White Paper aims at reducing by at least 60% the greenhouse gas emissions ("GHG") of the transport sector by 2050 with respect to 1990. As far as infrastructure is concerned, the White Paper aims at establishing a fully functional and Union-wide multimodal TEN-T 'core network' by 2030. The White Paper also aims at optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes. Therefore, it sets the following relevant targets for TEN-T policy: 30% of road freight over 300 km should shift to other modes by 2030, and more than 50% by 2050; the length of the existing high-speed rail network should triple by 2030 and by 2050 the majority of medium-distance passenger transport should go by rail; by 2050, all core network airports should be connected to the rail network; all seaports to the rail freight and, where possible, to the inland waterway system.

Amendment

(7) On 28 March 2011, the Commission adopted the White Paper "A Roadmap to a Single Transport Area — Towards a competitive and resource-efficient transport system". The White Paper aims at reducing by at least 60% the greenhouse gas emissions ("GHG") of the transport sector by 2050 with respect to 1990. As far as infrastructure is concerned, the White Paper aims at establishing a fully functional and Union-wide multimodal TEN-T 'core network' by 2030. The White Paper also aims at optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes. Therefore, it sets the following relevant targets for TEN-T policy: 30% of road freight over 300 km should shift to other modes by 2030, and more than 50% by 2050; the length of the existing high-speed rail network should triple by 2030 and by 2050 the majority of medium-distance passenger transport should go by rail; by 2050, all core network airports should be connected to the rail network; all seaports, ***including those in outlying areas***, to the rail freight and, where possible, to the inland waterway system, ***particularly in the light of the increase in trade and ease of mobility between regions***;

Or. fr

Amendment 31
Luis Paulo Alves

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) In order to achieve their integration into the internal market and promote their development, the outermost regions still face an urgent need to optimise their transport links, particularly in the area of maritime passenger and goods transport and air links with the European mainland, and to optimise their energy options as isolated energy systems.

Or. pt

Amendment 32
Tomasz Piotr Poręba, Oldřich Vlasák

Proposal for a regulation
Recital 10

Text proposed by the Commission

Amendment

(10) On the basis of the objectives set by the White Paper, the TEN-T guidelines as laid down in Regulation (EU) No XXX/2012 of the European Parliament and of the Council of ...²⁰ identify the infrastructure of the trans-European transport network, specify the requirements to be fulfilled by it and provide for measures for their implementation. The Guidelines envisage in particular the completion of the core network by 2030.

(10) On the basis of the objectives set by the White Paper, the TEN-T guidelines as laid down in Regulation (EU) No XXX/2012 of the European Parliament and of the Council of ...²⁰ identify the infrastructure of the trans-European transport network, specify the requirements to be fulfilled by it and provide for measures for their implementation. The Guidelines envisage in particular the completion of the core network by 2030 ***through the creation of new infrastructure as well as the rehabilitation and upgrading of existing infrastructure.***

Or. en

Amendment 33
Karima Delli

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) The nine Rail Freight Corridors, six ERTMS-corridors, 'Green' corridors and the ten Comprehensive Network Corridors should be integrated into a sustainable intermodal concept;

Or. en

Amendment 34
Nuno Teixeira

Proposal for a regulation
Recital 11

Text proposed by the Commission

Amendment

(11) Based on an analysis of the transport infrastructure plans of Member States, the Commission estimates that investment needs in transport amount to EUR 500 billion in the entirety of the TEN-T network for the period 2014-2020, of which an estimated EUR 250 billion will need to be invested in the core network of the TEN-T. Given the resources available at Union level, concentration on the projects with the highest European added value is necessary to achieve the desired impact. Support should therefore be focussed on the core network (in particular, the core network corridors) and on the projects of common interest in the field of traffic management systems (notably the air traffic management systems resulting from SESAR which require Union budgetary resources of about EUR 3 billion).

(11) Based on an analysis of the transport infrastructure plans of Member States, the Commission estimates that investment needs in transport amount to EUR 500 billion in the entirety of the TEN-T network for the period 2014-2020, of which an estimated EUR 250 billion will need to be invested in the core network of the TEN-T. Given the resources available at Union level, concentration on the projects with the highest European added value is necessary to achieve the desired impact. Support should therefore be focussed on the core network (in particular, the core network corridors), ***without excluding support for the comprehensive network***, and on the projects of common interest in the field of traffic management systems (notably the air traffic management systems resulting from SESAR which require Union budgetary resources of about EUR 3 billion).

Or. pt

Justification

CEF support should be focussed on the core network, but should not completely exclude support for the comprehensive network in cases where projects provide added European value, particularly in areas such as the outermost regions, pursuant to the provisions of Articles 355 and 375 TFEU, which are covered by the comprehensive network, to prevent any increase in their isolation.

Amendment 35 **Riikka Manner**

Proposal for a regulation **Recital 11**

Text proposed by the Commission

(11) Based on an analysis of the transport infrastructure plans of Member States, the Commission estimates that investment needs in transport amount to EUR 500 billion in the entirety of the TEN-T network for the period 2014-2020, of which an estimated EUR 250 billion will need to be invested in the core network of the TEN-T. Given the resources available at Union level, concentration on the projects with the highest European added value is necessary to achieve the desired impact. Support should therefore be focussed on the core network (in particular, the core network corridors) and on the projects of common interest in the field of traffic management systems (notably the air traffic management systems resulting from SESAR which require Union budgetary resources of about EUR 3 billion).

Amendment

(11) Based on an analysis of the transport infrastructure plans of Member States, the Commission estimates that investment needs in transport amount to EUR 500 billion in the entirety of the TEN-T network for the period 2014-2020, of which an estimated EUR 250 billion will need to be invested in the core network of the TEN-T. Given the resources available at Union level, concentration on the projects with the highest European added value is necessary to achieve the desired impact. Support should therefore be focussed on the core network (in particular, the core network corridors) and on the projects of common interest in the field of traffic management systems (notably the air traffic management systems resulting from SESAR which require Union budgetary resources of about EUR 3 billion). ***Sufficient EU funding must be earmarked for projects for a comprehensive network, because such a network is the most effective way of supporting the Union's objectives with regard to increasing social and territorial cohesion and improving access to the regions throughout the Union's territory.***

Or. fi

Amendment 36
Nuno Teixeira

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) In its communication ‘The outermost regions of the European Union: towards a partnership for smart, sustainable and inclusive growth’, of 20 June 2012, the Commission emphasises the specific characteristics of the outermost regions, as recognised in Articles 349 and 355 of the TFEU, and contemplates their inclusion in relevant specific projects of common interest in the fields of transport, telecommunications and energy, to assist their integration into the internal market and promote their economic development. With a view to this, they should receive Commission support in drawing up a portfolio of specific projects.

Or. pt

Justification

Owing to their natural characteristics and isolation from other European regions, the outermost regions should, in line with Articles 349 and 355 of the TFEU, benefit from this financial instrument in order to favour their integration, rather than adding to their isolation from the internal market.

Amendment 37
Cornelia Ernst, Younous Omarjee

Proposal for a regulation
Recital 13

Text proposed by the Commission

Amendment

(13) Experience with the current financial

(13) Experience with the current financial

PE496.462v01-00

10/68

AM\913372EN.doc

framework shows that many Member States, which are eligible to the Cohesion Fund, are facing significant obstacles in delivering on time complex cross-border transport infrastructure projects with a high Union added value. Therefore, in order to improve the delivery of transport projects, in particular cross-border ones, with a high Union added value, part of the Cohesion Fund allocation (EUR 10 billion²²) should be transferred to finance transport projects on the transport core network in the Member States eligible to the Cohesion Fund under the Connecting Europe Facility. The Commission should support Member States eligible to the Cohesion Fund to develop an adequate pipeline of projects *in order to give greatest possible priority to the national allocations under the Cohesion Fund.*

framework shows that many Member States, which are eligible to the Cohesion Fund, are facing significant obstacles in delivering on time complex cross-border transport infrastructure projects with a high Union added value. Therefore, in order to improve the delivery of transport projects, in particular cross-border ones, with a high Union added value, part of the Cohesion Fund allocation (EUR 10 billion²²) should be transferred to finance transport projects on the transport core network in the Member States eligible to the Cohesion Fund under the Connecting Europe Facility. The Commission should support Member States eligible to the Cohesion Fund to develop an adequate pipeline of projects. *The Commission should ensure during the different phases of the projects selection procedure, the genuine application of the principle of respecting the national allocations.*

Or. en

Amendment 38
Victor Boştinaru

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) Experience with the current financial framework shows that *many* Member States, which are eligible to the Cohesion Fund, are facing significant obstacles in delivering on time complex cross-border transport infrastructure projects with a high Union added value. Therefore, in order to improve the delivery of transport projects, in particular cross-border ones, with a high Union added value, part of the Cohesion Fund *allocation (EUR 10 billion²²) should be transferred* to finance transport projects on the transport core network in

Amendment

(13) Experience with the current financial framework shows that *some* Member States, which are eligible to the Cohesion Fund, are facing significant obstacles in delivering on time complex cross-border transport infrastructure projects with a high Union added value. Therefore, in order to improve the delivery of transport projects, in particular cross-border ones, with a high Union added value, part of the Cohesion Fund *should be allocated, upon prior agreement between the Commission and the Member States concerned,* to finance

the Member States eligible to the Cohesion Fund under the Connecting Europe Facility. The Commission should support Member States eligible to the Cohesion Fund to develop *an adequate pipeline of projects in order to give greatest possible priority to the national allocations under the Cohesion Fund.*

transport projects on the transport core network in the Member States eligible to the Cohesion Fund under the Connecting Europe Facility. The Commission should support Member States eligible to the Cohesion Fund to develop *and implement agreed* projects.

Or. en

Justification

Alignment with the CPR provision voted by REGI in July 2012 [art. 84(4)].

Amendment 39 **Jan Olbrycht**

Proposal for a regulation **Recital 13**

Text proposed by the Commission

(13) Experience with the current financial framework shows that many Member States, which are eligible to the Cohesion Fund, are facing significant obstacles in delivering on time complex cross-border transport infrastructure projects with a high Union added value. Therefore, in order to improve the delivery of transport projects, in particular cross-border ones, with a high Union added value, part of the Cohesion Fund allocation (EUR **10** billion) should be transferred to finance transport projects on the transport core network in the Member States eligible to the Cohesion Fund under the Connecting Europe Facility. The Commission should support Member States eligible to the Cohesion Fund to develop an adequate pipeline of projects in order to give greatest possible priority to the national allocations under the Cohesion Fund.

Amendment

(13) Experience with the current financial framework shows that many Member States, which are eligible to the Cohesion Fund, are facing significant obstacles in delivering on time complex cross-border transport infrastructure projects with a high Union added value. Therefore, in order to improve the delivery of transport projects, in particular cross-border ones, with a high Union added value, part of the Cohesion Fund allocation (EUR **XXX** billion) should be transferred to finance transport projects on the transport core network in the Member States eligible to the Cohesion Fund under the Connecting Europe Facility. The Commission should support Member States eligible to the Cohesion Fund to develop an adequate pipeline of projects in order to give greatest possible priority to the national allocations under the Cohesion Fund.

Amendment 40**Iosif Matula, Andrey Kovatchev, Petru Constantin Luhan, Iuliu Winkler****Proposal for a regulation****Recital 13***Text proposed by the Commission*

(13) Experience with the current financial framework shows that many Member States, which are eligible to the Cohesion Fund, are facing significant obstacles in delivering on time complex cross-border transport infrastructure projects with a high Union added value. Therefore, in order to improve the delivery of transport projects, in particular cross-border ones, with a high Union added value, part of the Cohesion Fund allocation (EUR 10 billion²²) should be transferred to finance transport projects on the transport core network in the Member States eligible to the Cohesion Fund under the Connecting Europe Facility. The Commission should support Member States eligible to the Cohesion Fund to develop an adequate pipeline of projects in order *to give greatest possible priority to the* national allocations under the Cohesion Fund.

Amendment

(13) Experience with the current financial framework shows that many Member States, which are eligible to the Cohesion Fund, are facing significant obstacles in delivering on time complex cross-border transport infrastructure projects with a high Union added value. Therefore, in order to improve the delivery of transport projects, in particular cross-border ones, with a high Union added value, part of the Cohesion Fund allocation (EUR 10 billion²²) should be transferred to finance transport projects on the transport core network in the Member States eligible to the Cohesion Fund under the Connecting Europe Facility. The Commission should support Member States eligible to the Cohesion Fund to develop an adequate pipeline of projects in order *to respect* national allocations under the Cohesion Fund.

Or. en

Amendment 41

Elżbieta Katarzyna Łukacijewska, Sidonia Elżbieta Jędrzejewska, Jan Olbrycht, Piotr Borys, Arkadiusz Tomasz Bratkowski, Jan Kozłowski, Danuta Jazłowiecka, Andrzej Grzyb, Lena Kolarska-Bobińska, Małgorzata Handzlik, Jacek Protasiewicz, Tadeusz Zwiefka, Róża Gräfin von Thun und Hohenstein, Krzysztof Lisek, Jerzy Buzek, Jolanta Emilia Hibner, Filip Kaczmarek, Jarosław Kalinowski, Bogdan Kazimierz Marcinkiewicz, Jacek Saryusz-Wolski, Czesław Adam Siekierski, Joanna Katarzyna Skrzydlewska, Bogusław Sonik, Rafał Trzaskowski, Jarosław Leszek Wałęsa, Paweł Zalewski, Artur Zasada, Seán Kelly, Petru Constantin Luhan, Wojciech Michał Olejniczak, Iosif Matula, Krišjānis Kariņš, Andrey Kovatchev, Rosa Estaràs Ferragut,

Mojca Kleva, Seán Kelly

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) Experience with the current financial framework shows that many Member States, which are eligible to the Cohesion Fund, are facing significant obstacles in delivering on time complex cross-border transport infrastructure projects with a high Union added value. Therefore, in order to improve the delivery of transport projects, in particular cross-border ones, with a high Union added value, part of the Cohesion Fund allocation (EUR 10 billion) should be transferred to finance transport projects on the transport core network in the Member States eligible to the Cohesion Fund ***under the Connecting Europe Facility***. The Commission should support Member States eligible to the Cohesion Fund to develop an adequate pipeline of projects in order to give greatest possible priority to the national allocations under the Cohesion Fund.

Amendment

(13) Experience with the current financial framework shows that many Member States, which are eligible to the Cohesion Fund, are facing significant obstacles in delivering on time complex cross-border transport infrastructure projects with a high Union added value. Therefore, in order to improve the delivery of transport projects, in particular cross-border ones, with a high Union added value, part of the Cohesion Fund allocation (EUR 10 billion) should be transferred to finance transport projects on the transport core network in the Member States eligible to the Cohesion Fund ***respecting national allocations for the projects listed in the Annex of this Regulation***. The Commission should support Member States eligible to the Cohesion Fund to develop an adequate pipeline of projects in order to give greatest possible priority to the national allocations under the Cohesion Fund.

Or. en

Amendment 42

Victor Boştinaru

Proposal for a regulation

Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Institutional and administrative capacity are essential prerequisites for an effective delivery of the objectives of the Connecting Europe Facility. The Commission should ensure that they are always at a sufficient level to design and

implement projects, and wherever necessary it should offer appropriate means to the Member State concerned.

Or. en

Amendment 43
Ana Miranda

Proposal for a regulation
Recital 19

Text proposed by the Commission

(19) Telecommunications are increasingly becoming internet-based infrastructures, with broadband networks and digital services closely interrelated. The internet is becoming the dominant platform for communication, offering services, and doing business. Therefore the trans-European availability of fast Internet access and digital services is essential for economic growth and the Single Market.

Amendment

(19) Telecommunications are increasingly becoming internet-based infrastructures, with broadband networks and digital services closely interrelated. The internet is becoming the dominant platform for communication, offering services, and doing business. Therefore the trans-European availability of fast Internet access and digital services is essential for economic growth, ***territorial cohesion, consumer protection*** and the Single Market.

Or. es

Amendment 44
Karima Delli

Proposal for a regulation
Recital 19

Text proposed by the Commission

(19) Telecommunications are increasingly becoming internet-based infrastructures, with broadband networks and digital services closely interrelated. The internet is becoming the dominant platform for communication, offering services, and doing business. Therefore the trans-

Amendment

(19) Telecommunications are increasingly becoming internet-based infrastructures, with broadband networks and digital services closely interrelated. The internet is becoming the dominant platform for communication, offering services, and doing business. Therefore the trans-

European availability of fast Internet access and digital services is essential for economic growth and the Single Market.

European availability of fast Internet access and digital services is essential for economic growth, *territorial cohesion* and the Single Market.

Or. en

Amendment 45
Ana Miranda

Proposal for a regulation
Recital 24

Text proposed by the Commission

(24) It is necessary to develop strong and coherent EU-wide networks for the digital delivery of public-good actions, involving both public and civil society actors at national *and* regional level, and to this end it is essential to ensure the structured EU financing of the costs of the system and software design, as well as maintenance of a resilient hub for such networks, leaving only in-country costs for national operator budgets.

Amendment

(24) It is necessary to develop strong and coherent EU-wide networks for the digital delivery of public-good actions, involving both public and civil society actors at national, regional *and local* level, and to this end it is essential to ensure the structured EU financing of the costs of the system and software design, as well as maintenance of a resilient hub for such networks, leaving only in-country costs for national operator budgets.

Or. es

Amendment 46
Iosif Matula, Andrey Kovatchev, Petru Constantin Luhan, Iuliu Winkler

Proposal for a regulation
Recital 37

Text proposed by the Commission

(37) The Connecting Europe Facility should propose financial instruments to promote substantial participation by the private sector investors and financial institutions in infrastructure investment. To be sufficiently attractive to the private sector, financial instruments should be

Amendment

(37) The Connecting Europe Facility should propose financial instruments to promote substantial participation by the private sector investors and financial institutions in infrastructure investment. To be sufficiently attractive to the private sector, financial instruments should be

designed and implemented with due regard to simplification and reduction of administrative burden, while with a level of flexibility in mind to be able to respond to identified financing needs in a flexible manner. The design of these instruments should draw from the experience gained in the implementation of financial instruments in the 2007-2013 Multi-Annual Financial Framework, such as the Loan Guarantee instrument for TEN-T projects (LGTT), the Risk Sharing Finance Facility (RSFF) and the 2020 European Fund for Energy, Climate Change, and Infrastructure (the "Marguerite Fund").

designed and implemented with due regard to simplification and reduction of administrative burden, while with a level of flexibility in mind to be able to respond to identified financing needs in a flexible manner. The ***responsible management authorities shall create the necessary incentives for attracting private investors.*** ***The*** design of these instruments should draw from the experience gained in the implementation of financial instruments in the 2007-2013 Multi-Annual Financial Framework, such as the Loan Guarantee instrument for TEN-T projects (LGTT), the Risk Sharing Finance Facility (RSFF) and the 2020 European Fund for Energy, Climate Change, and Infrastructure (the "Marguerite Fund").

Or. en

Amendment 47
Riikka Manner

Proposal for a regulation
Recital 40

Text proposed by the Commission

(40) With respect to the conditions for the financial instruments, it might be necessary to add additional requirements in the Work Programmes, for example to ensure competitive ***markets*** in view of the development of the Union's policies, technological developments and other factors that may become relevant.

Amendment

(40) With respect to the conditions for the financial instruments, it might be necessary to add additional requirements in the Work Programmes, for example to ensure ***a competitive and equitable internal market*** in view of the development of the Union's policies, technological developments and other factors that may become relevant.

Or. fi

Amendment 48
Riikka Manner

Proposal for a regulation

Recital 41

Text proposed by the Commission

(41) Multi-annual programming for support from the Facility should be directed towards supporting the Union's priorities by ensuring the availability of the necessary financial resources and the consistency and continuity of joint action by the Union and the Member States. For proposals submitted following the implementation of the first multiannual work programme in the sector of transport, eligibility of cost should start on 1 January 2014 to ensure the continuity of projects already covered by Regulation (EC) No 680/2007 of the European Parliament and of the Council of 20 June 2007 laying down general rules for the granting of Community financial aid in the field of the trans-European transport and energy networks.

Amendment

(41) Multi-annual programming for support from the Facility should be directed towards supporting the Union's priorities by ensuring the availability of the necessary financial resources and the consistency, *fairness* and continuity of joint action by the Union and the Member States. For proposals submitted following the implementation of the first multiannual work programme in the sector of transport, eligibility of cost should start on 1 January 2014 to ensure the continuity of projects already covered by Regulation (EC) No 680/2007 of the European Parliament and of the Council of 20 June 2007 laying down general rules for the granting of Community financial aid in the field of the trans-European transport and energy networks.

Or. fi

Amendment 49

Victor Boştinaru

Proposal for a regulation

Recital 44

Text proposed by the Commission

(44) On the basis of the sector specific guidelines laid down in separate Regulations, a list of priority areas for which this Regulation should apply has been drawn up and should be included in the Annex. In order to take into account possible changes in political priorities and technological capabilities, as well as traffic flows, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union

Amendment

(44) On the basis of the sector specific guidelines laid down in separate Regulations, a list of priority areas for which this Regulation should apply has been drawn up and should be included in the Annex. In order to take into account possible changes in political priorities and technological capabilities, as well as traffic flows, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union

should be delegated to the Commission in respect of adopting amendments to the Annex. ***It is of particular importance that*** the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

should be delegated to the Commission in respect of adopting amendments to the Annex. The Commission ***should*** carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. en

Amendment 50
Riikka Manner

Proposal for a regulation
Recital 48

Text proposed by the Commission

(48) Some of the infrastructure projects of Union interest might need to link with and pass through neighbourhood, pre-accession and other third countries. The Connecting Europe Facility should offer simplified means of linking and financing these infrastructures, in order to ensure coherence between internal and external instruments of the Union budget.

Amendment

(48) Some of the infrastructure projects of Union interest might need to link with and pass through neighbourhood, pre-accession and other third countries, ***particularly important trade partners of the Union such as Russia***. The Connecting Europe Facility should offer simplified means of linking and financing these infrastructures, in order to ensure coherence between internal and external instruments of the Union budget.

Or. fi

Amendment 51
Ana Miranda

Proposal for a regulation
Article 2 – paragraph 1 – point 2

Text proposed by the Commission

(2) "cross-border section" means the section, which ensures the continuity of a project of common interest between at least two Member States or between a Member State and a neighbouring country;

Amendment

(2) "cross-border section" means the section, which ensures the continuity of a project of common interest between at least two Member States or ***border regions, or*** between a Member State ***or region*** and a neighbouring country ***or region***;

Or. es

Amendment 52
Riikka Manner

Proposal for a regulation
Article 2 – paragraph 1 – point 10 a (new)

Text proposed by the Commission

Amendment

(10a) "comprehensive network" means a Europe-wide transport network, as provided for in Chapter II of Regulation (EU) No XXXX/2012 [TEN-T Guidelines] ensuring the access to the internal market and interconnectivity of all regions in the Union, including the remote, outermost and very sparsely populated regions, thus strengthening the economic, social and territorial cohesion between Member States, within them and between Member States and third countries.

Or. fi

Amendment 53
Tomasz Piotr Poręba, Oldřich Vlasák

Proposal for a regulation
Article 2 – paragraph 1 – point 12

Text proposed by the Commission

Amendment

(12) 'bottleneck' means a physical barrier

(12) 'bottleneck' means a physical barrier

that leads to a system break affecting the continuity of long-distance flows. Such a barrier can be absorbed by new infrastructure such as bridges or tunnels that address problems as for example gradients, curve radii, gauge. ***The need to upgrade existing infrastructure shall not be considered as a bottleneck;***

that leads to a system break affecting the continuity of long-distance flows. Such a barrier can be absorbed by new infrastructure such as bridges or tunnels that address problems as for example gradients, curve radii, gauge.

Or. en

Amendment 54

Iosif Matula, Andrey Kovatchev, Petru Constantin Luhan, Iuliu Winkler

Proposal for a regulation

Article 3 – paragraph 1 – introductory part

Text proposed by the Commission

The Connecting Europe Facility shall enable the preparation and implementation of projects of common interest within the framework of the trans-European networks policy in the sectors of energy, transport and telecommunications. In particular the Connecting Europe Facility shall support the implementation of projects aiming at the development and construction of new or upgrading of existing infrastructure in the field of transport, energy and telecommunications. To this end, the Connecting Europe Facility shall pursue the following objectives:

Amendment

The Connecting Europe Facility shall enable the preparation and implementation of projects of common interest within the framework of the trans-European networks policy in the sectors of energy, transport and telecommunications. In particular the Connecting Europe Facility shall support the implementation of projects aiming at the development and construction of new or upgrading of existing infrastructure in the field of transport, energy and telecommunications ***and giving priority to missing infrastructure.*** To this end, the Connecting Europe Facility shall pursue the following objectives:

Or. en

Amendment 55

Karima Delli

Proposal for a regulation

Article 3 – paragraph 1 – point a

Text proposed by the Commission

(a) contribute to smart, sustainable and inclusive growth by developing modern and high performing trans-European networks, thus bringing forward benefits for the entire European Union in terms of competitiveness and economic, social and territorial cohesion within the Single Market and creating an environment more conducive to private and public investment through a combination of financial instruments and Union direct support and by exploiting synergies across the sectors. The achievement of this objective will be measured by the volume of public and private investment in projects of common interest, and in particular the volume of public and private investments in projects of common interest realised through the financial instruments under this Regulation.

Amendment

(a) contribute to smart, sustainable and inclusive growth by developing modern and high performing trans-European networks, thus bringing forward benefits for the entire European Union in terms of competitiveness and economic, social and territorial cohesion within the Single Market and creating an environment more conducive to private and public investment through a combination of financial instruments and Union direct support and by exploiting synergies across the sectors. The achievement of this objective will be measured by the volume of public and private investment in projects of common interest, and in particular the volume of public and private investments in projects of common interest realised through the financial instruments under this Regulation. ***All EU co-financed transport infrastructure must be earmarked for green and sustainable intermodal infrastructure networks with a strong focus on the European added value of adding trans-border rail missing links and sustainable projects in and between new Member States.***

Or. en

Amendment 56
Nuno Teixeira

Proposal for a regulation
Article 3 – paragraph 1 – point a

Text proposed by the Commission

(a) contribute to smart, sustainable and inclusive growth by developing modern and high performing trans-European networks, thus bringing forward benefits for the entire European Union in terms of

Amendment

(a) transport: contribute to smart, sustainable and inclusive growth by developing modern and high performing trans-European networks, thus bringing forward benefits for the entire European

competitiveness and economic, social and territorial cohesion within the Single Market and creating an environment more conducive to private and public investment through a combination of financial instruments and Union direct support and by exploiting synergies across the sectors. The achievement of this objective will be measured by the volume of public and private investment in projects of common interest, and in particular the volume of public and private investments in projects of common interest realised through the financial instruments under this Regulation.

Union in terms of competitiveness and economic, social and territorial cohesion within the Single Market and creating an environment more conducive to private and public investment through a combination of financial instruments and Union direct support and by exploiting synergies across the sectors. The achievement of this objective will be measured by the volume of public and private investment in projects of common interest, and in particular the volume of public and private investments in projects of common interest realised through the financial instruments under this Regulation. ***This objective should particularly focus on regions with natural and demographic disadvantages, such as the outermost regions;***

Or. pt

Justification

Achievement of the EU 2020 targets, promoting smart, sustainable and inclusive growth, should take all the EU's regions into account in order to encourage fair and balanced growth.

Amendment 57 **Riikka Manner**

Proposal for a regulation **Article 3 – paragraph 1 – point a**

Text proposed by the Commission

(a) contribute to smart, sustainable and inclusive growth by developing modern and high performing trans-European networks, thus bringing forward benefits for the entire European Union in terms of competitiveness and economic, social and territorial cohesion within the Single Market and creating an environment more conducive to private and public investment through a combination of financial instruments and Union direct support and

Amendment

(a) contribute to smart, sustainable and inclusive growth by developing modern and high performing trans-European networks ***which take account of future traffic flows***, thus bringing forward benefits for the entire European Union in terms of competitiveness and economic, social and territorial cohesion within the Single Market and creating an environment more conducive to private and public investment through a combination of

by exploiting synergies across the sectors. The achievement of this objective will be measured by the volume of public and private investment in projects of common interest, and in particular the volume of public and private investments in projects of common interest realised through the financial instruments under this Regulation.

financial instruments and Union direct support and by exploiting synergies across the sectors. The achievement of this objective will be measured by the volume of public and private investment in projects of common interest, and in particular the volume of public and private investments in projects of common interest realised through the financial instruments under this Regulation.

Or. fi

Amendment 58
Rodi Kratsa-Tsagaropoulou

Proposal for a regulation
Article 3 – paragraph 1 – point a

Text proposed by the Commission

(a) a)contribute to smart, sustainable and inclusive growth by developing modern and high performing trans-European networks, thus bringing forward benefits for the entire European Union in terms of competitiveness and economic, social and territorial cohesion within the Single Market and creating an environment more conducive to private and public investment through a combination of financial instruments and Union direct support and by exploiting synergies across the sectors. The achievement of this objective will be measured by the volume of public and private investment in projects of common interest, and in particular the volume of public and private investments in projects of common interest realised through the financial instruments under this Regulation.

Amendment

(a) a)contribute to smart, sustainable and inclusive growth by developing modern and high performing trans-European networks, thus bringing forward benefits for the entire European Union in terms of competitiveness and economic, social and territorial cohesion within the Single Market and creating an environment more conducive to private and public investment through a combination of financial instruments and Union direct support and by exploiting synergies across the sectors. The achievement of this objective will be measured by the volume of public and private investment in projects of common interest, and in particular the volume of public and private investments in projects of common interest realised through the financial instruments under this Regulation **and in conjunction with other financial resources.**

Or. fr

Amendment 59

Iosif Matula, Andrey Kovatchev, Petru Constantin Luhan, Iuliu Winkler

Proposal for a regulation

Article 3 – paragraph 1 – point b

Text proposed by the Commission

(b) **enable the Union to achieve its** targets of a 20% reduction of greenhouse gas emissions⁴², a 20% increase in energy efficiency and raising the share of renewable energy to 20% up to 2020, while ensuring greater solidarity among Member States.

Amendment

(b) **contribute to achieve the Union** targets of a 20% reduction of greenhouse gas emissions⁴², a 20% increase in energy efficiency and raising the share of renewable energy to 20% up to 2020, while ensuring greater solidarity among Member States.

Or. en

Amendment 60

Karima Delli

Proposal for a regulation

Article 3 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(ba) connect urban and rural areas by trans-border feed-in lines to the CEF corridors.

Or. en

Amendment 61

Victor Boștinaru

Proposal for a regulation

Article 4 – paragraph 1 – point a – point i

Text proposed by the Commission

(i) removing bottlenecks and bridging missing links, to be measured by the number of new and improved cross-border connections and removed bottlenecks on

Amendment

(i) removing bottlenecks and bridging missing links **both within transport infrastructure and at the connecting points at cross-border level**, to be

transport routes which have benefited from the Connecting Europe Facility;

measured by the number of new and improved cross-border connections and removed bottlenecks on transport routes which have benefited from the Connecting Europe Facility;

Or. en

Amendment 62
Rodi Kratsa-Tsagaropoulou

Proposal for a regulation
Article 4 – paragraph 1 – point a – point i

Text proposed by the Commission

(i) removing bottlenecks and bridging missing links, to be measured by the number of new and improved cross-border connections and removed bottlenecks on transport routes which have benefited from CEF;

Amendment

(i) removing bottlenecks and bridging missing links, ***particularly in order to cover mountainous and island regions and regions with low population density***, to be measured by the number of new and improved cross-border connections and removed bottlenecks on transport routes which have benefited from ***the*** CEF;

Or. fr

Amendment 63
Oldřich Vlasák

Proposal for a regulation
Article 4 – paragraph 1 – point a – point i

Text proposed by the Commission

(i) removing bottlenecks and bridging missing links, to be measured by the number of new and improved cross-border connections and removed bottlenecks on transport routes which have benefited from the Connecting Europe Facility;

Amendment

(i) removing bottlenecks and bridging missing links, to be measured by the number of new and improved ***internal and*** cross-border connections and removed bottlenecks on transport routes which have benefited from the Connecting Europe Facility;

Or. en

Amendment 64
Ana Miranda

Proposal for a regulation
Article 4 – paragraph 1 – point a – point i a (new)

Text proposed by the Commission

Amendment

(ia) promoting the creation of infrastructure management and ownership bodies with more than one Member State, or with subnational bodies endowed with law-making powers from two Member States or more, as shareholders. The achievement of this objective will be measured by the number of railway infrastructure management or ownership bodies funded by the Connecting Europe Facility which have two or more Member States among their shareholders.

Or. es

Amendment 65
Luis Paulo Alves

Proposal for a regulation
Article 4 – paragraph 1 – point a – point i a (new)

Text proposed by the Commission

Amendment

(ia) promote improvements in accessibility, as being of key importance to the development of the regions, including outermost, island, cross-border and mountain regions, with mobility and accessibility constraints, thereby helping to eliminate socially and economically negative repercussions.

Or. pt

Amendment 66
Ana Miranda

Proposal for a regulation
Article 4 – paragraph 1 – point a – point ii

Text proposed by the Commission

(ii) ensuring sustainable and efficient transport in the long run, *to* be measured by the length of the conventional railway network in the EU-27 and the length of high-speed railway network in the EU-27;

Amendment

(ii) ensuring sustainable and efficient transport in the long run. ***This shall take into account the socio-economic impact, regional integration, the demographic situation, spread and not just profitability. The achievement of this objective will*** be measured by the length of the conventional railway network in the EU-27 and the length of high-speed railway network in the EU-27;

Or. es

Amendment 67
Riikka Manner

Proposal for a regulation
Article 4 – paragraph 1 – point a – point iii a (new)

Text proposed by the Commission

Amendment

(iii) preparing for future transport flows by taking into account, inter alia, the length of new raw material transport routes;

Or. fi

Amendment 68
Iosif Matula, Andrey Kovatchev, Petru Constantin Luhan, Iuliu Winkler

Proposal for a regulation
Article 4 – paragraph 1 – point b – point i

Text proposed by the Commission

(i) promoting the further integration of the internal energy market and the interoperability of electricity and gas networks across borders, including by ensuring that no Member State is isolated from the European network, to be measured by the number of projects effectively interconnecting Member states' networks and removing internal bottlenecks;

Amendment

(i) promoting the further integration of the internal energy market and the interoperability of electricity and gas networks across borders, including by ensuring that no Member State is isolated from the European network, to be measured by the number of projects effectively interconnecting Member states' networks and removing internal bottlenecks ***by taking into account also the future sources of energy available in the Member states;***

Or. en

Amendment 69
Ana Miranda

Proposal for a regulation
Article 4 – paragraph 1 – point b – point ii

Text proposed by the Commission

(ii) enhancing Union security of supply, to be measured by the evolution of system resilience and security of system operations as well as number of projects allowing diversification of supply sources, supplying counterparts and routes;

Amendment

(ii) enhancing Union security of supply ***and efficiency of supply by means of infrastructure modernisation***, to be measured by the evolution of system resilience and security of system operations as well as number of projects allowing diversification of supply sources, supplying counterparts and routes;

Or. es

Amendment 70
Riikka Manner

Proposal for a regulation
Article 4 – paragraph 1 – point b – point iii

Text proposed by the Commission

(iii) contributing to sustainable development and protection of the environment, notably by fostering the integration of energy from renewable sources into the transmission network **and** developing carbon dioxide networks, to be measured by the transmission of renewable energy from generation to major consumption centers and storage sites, and the sum of CO2 emissions prevented by the construction of the projects which benefited from CEF.

Amendment

(iii) contributing to sustainable development and protection of the environment, notably by fostering the integration of energy from renewable sources into the transmission network, developing carbon dioxide networks **and investing in sustainable transport**, to be measured by the transmission of renewable energy from generation to major consumption centers and storage sites, and the sum of CO2 emissions prevented by the construction of the projects which benefited from CEF.

Or. fi

Amendment 71
Wojciech Michał Olejniczak

Proposal for a regulation
Article 4 – paragraph 1 – point c – point i

Text proposed by the Commission

(i) accelerating the deployment of fast and ultrafast broadband networks and their uptake, including by small and medium sized enterprises (SMEs), to be measured by the level of broadband and ultrafast broadband coverage and the number of households having subscribed for broadband connections for above 100 Mbps;

Amendment

(i) accelerating the deployment of fast and ultrafast broadband networks and their uptake, including by small and medium sized enterprises (SMEs) **and in rural areas**, to be measured by the level of broadband and ultrafast broadband coverage and the number of households having subscribed for broadband connections for above 100 Mbps;

Or. pl

Justification

The current depopulation of rural areas is largely linked to low standards of living. An example of this is rural residents' inadequate access to broadband internet and on-line public services.

Amendment 72
Ana Miranda, Karima Delli

Proposal for a regulation
Article 4 – paragraph 1 – point c – point i

Text proposed by the Commission

(i) accelerating the deployment of fast and ultrafast broadband networks *networks* and their uptake, including by small and medium sized enterprises (SMEs), to be measured by the level of broadband and ultrafast broadband coverage and the number of households having subscribed for broadband connections for above 100 Mbps;

Amendment

(i) accelerating the deployment of fast and ultrafast broadband networks and their uptake, including by small and medium sized enterprises (SMEs) ***and in the home***, to be measured by the level of broadband and ultrafast broadband coverage and the number of households having subscribed for broadband connections for above 100 Mbps;

Or. es

Amendment 73
Rodi Kratsa-Tsagaropoulou

Proposal for a regulation
Article 4 – paragraph 1 – point c – point i

Text proposed by the Commission

(i) accelerating the deployment of fast and ultrafast broadband networks and their uptake, including by small and medium sized enterprises (SMEs), to be measured by the level of broadband and ultrafast broadband coverage and the number of households having subscribed for broadband connections for above 100 Mbps;

Amendment

(i) accelerating the deployment of fast and ultrafast broadband networks ***in and between all regions of the EU*** and their uptake, including by small and medium-sized enterprises (SMEs), to be measured by the level of broadband and ultrafast broadband coverage and the number of households having subscribed for broadband connections for above 100 Mbps;

Or. fr

Amendment 74
Wojciech Michał Olejniczak

Proposal for a regulation
Article 4 – paragraph 1 – point c – point ii

Text proposed by the Commission

(ii) promoting the interconnection and interoperability of national public services on-line as well as access to such networks, to be measured by the percentage of citizens and businesses using public services on-line and the availability of such services across borders.

Amendment

(ii) promoting the interconnection and interoperability of national public services on-line as well as access to such networks, ***especially in rural areas***, to be measured by the percentage of citizens and businesses using public services on-line and the availability of such services across borders.

Or. pl

Justification

The current depopulation of rural areas is largely linked to low standards of living. An example of this is rural residents' inadequate access to broadband internet and online public services.

Amendment 75
Ana Miranda

Proposal for a regulation
Article 4 – paragraph 1 – point c – point ii

Text proposed by the Commission

(ii) promoting the interconnection and interoperability of national public services on-line as well as access to such networks, to be measured by the percentage of citizens and businesses using public services on-line and the availability of such services across borders.

Amendment

(ii) promoting the interconnection and interoperability of national public services on-line, ***by means of the facilities offered by e-government***, as well as access to such networks, to be measured by the percentage of citizens and businesses using public services on-line and the availability of such services across borders.

Or. es

Amendment 76
Victor Boştinaru

Proposal for a regulation
Article 5 – paragraph 1 – introductory part

Text proposed by the Commission

1. The financial envelope for the implementation of the Connecting Europe Facility for the period 2014 to 2020 shall be EUR **50 000 000 000**⁴³. That amount shall be distributed among the sectors referred to in Article 3 as follows:

Amendment

1. The financial envelope for the implementation of the Connecting Europe Facility for the period 2014 to 2020 shall be EUR **XXX**. That amount shall be distributed among the sectors referred to in Article 3 as follows:

Or. en

Justification

No concrete figures can be specified until negotiations on the future MFF are concluded.

Amendment 77
Victor Boştinaru

Proposal for a regulation
Article 5 – paragraph 1 – point a

Text proposed by the Commission

(a) transport: EUR **31 694 000 000**, out of which EUR **10 000 000 000** shall be **transferred** from the Cohesion Fund to be spent in line with this Regulation in Member States eligible for funding from the Cohesion Fund;

Amendment

(a) transport: EUR **XXX**, out of which EUR **XXX** shall be **made available** from the Cohesion Fund to be spent in line with this Regulation, **with Regulation (EU) No [...]/2012 [CPR], and with Regulation (EU) No [...]/2012 [Cohesion Fund]**, in Member States eligible for funding from the Cohesion Fund;

Or. en

Justification

No concrete figures can be specified until negotiations on the future MFF are concluded.

Amendment 78
Jan Olbrycht

Proposal for a regulation
Article 5 – paragraph 1 – point a

Text proposed by the Commission

(a) transport: EUR 31 694 000 000, out of which EUR **10 000 000 000** shall be transferred from the Cohesion Fund to be spent in line with this Regulation in Member States eligible for funding from the Cohesion Fund;

Amendment

(a) transport: EUR 31 694 000 000, out of which EUR **XXX** shall be transferred from the Cohesion Fund to be spent in line with this Regulation in Member States eligible for funding from the Cohesion Fund;

Or. pl

Amendment 79
Tamás Deutsch

Proposal for a regulation
Article 5 – paragraph 1 – point a

Text proposed by the Commission

(a) transport: EUR 31 694 000 000, **out** of which EUR 10 000 000 000 **shall be transferred from the Cohesion Fund to be spent in line with this Regulation in** Member States eligible for **funding from** the Cohesion Fund;

Amendment

(a) transport: EUR 31 694 000 000, of which EUR 10 000 000 000 **should be earmarked to finance transport projects on the transport core network in the** Member States eligible for the Cohesion Fund;

Or. en

Amendment 80

Elżbieta Katarzyna Łukacijewska, Piotr Borys, Arkadiusz Tomasz Bratkowski, Jerzy Buzek, Andrzej Grzyb, Małgorzata Handzlik, Jolanta Emilia Hibner, Danuta Jazłowiecka, Sidonia Elżbieta Jędrzejewska, Filip Kaczmarek, Jarosław Kalinowski, Lena Kolarska-Bobińska, Jan Kozłowski, Krzysztof Lisek, Bogdan Kazimierz Marcinkiewicz, Jan Olbrycht, Jacek Protasiewicz, Jacek Saryusz-Wolski, Czesław Adam Siekierski, Bogusław Sonik, Róża Gräfin von Thun und Hohenstein, Joanna Katarzyna Skrzydlewska, Rafał Trzaskowski, Jarosław Leszek Wałęsa, Paweł Zalewski, Artur Zasada, Tadeusz Zwiefka, Iosif Matula, Petru Constantin Luhan, Wojciech Michał Olejniczak, Seán Kelly, Krišjānis Kariņš, Andrey Kovatchev, Rosa Estaràs

Ferragut, Mojca KlevaSlawomir Witold Nitras

Proposal for a regulation

Article 5 – paragraph 1 – point a

Text proposed by the Commission

(a) transport: EUR 31 694 000 000, out of which EUR 10 000 000 000 shall be transferred from the Cohesion Fund to be spent *in line with this Regulation in Member States eligible for funding from the Cohesion Fund*;

Amendment

(a) transport: EUR 31 694 000 000, out of which EUR 10 000 000 000 shall be transferred from the Cohesion Fund to be spent *for projects listed in the Annex to this Regulation, respecting the national allocations*;

Or. en

Amendment 81

Victor Boştinaru

Proposal for a regulation

Article 5 – paragraph 1 – point b

Text proposed by the Commission

(b) energy: EUR **9 121 000 000**;

Amendment

(b) energy: EUR **XXX**;

Or. en

Justification

No concrete figures can be specified until negotiations on the future MFF are concluded.

Amendment 82

Victor Boştinaru

Proposal for a regulation

Article 5 – paragraph 1 – point c

Text proposed by the Commission

(c) telecommunications: EUR **9 185 000 000**.

Amendment

(c) telecommunications: EUR **XXX**.

Justification

No concrete figures can be specified until negotiations on the future MFF are concluded.

Amendment 83
Victor Boştinaru

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

3. Following the mid-term evaluation according to Article 26(1), the Commission may transfer appropriations between the sectors of the allocation set out in paragraph 1, with the exception of the EUR **10 000 000 000 transferred** from the Cohesion Fund to finance transport sector projects in the Cohesion Fund eligible Member States.

Amendment

3. Following the mid-term evaluation according to Article 26(1), the Commission may transfer appropriations between the sectors of the allocation set out in paragraph 1 **up to a maximum of 10% per sector**, with the exception of the EUR **XXX made available** from the Cohesion Fund to finance transport sector projects in the Cohesion Fund eligible Member States.

Justification

A certain degree of flexibility is necessary, but its limits need to be defined.

Amendment 84
Jan Olbrycht

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

3. Following the mid-term evaluation according to Article 26.1, the Commission may transfer appropriations between the sectors of the allocation set out in paragraph 1, with the exception of the EUR

Amendment

3. Following the mid-term evaluation according to Article 26.1, the Commission may transfer appropriations between the sectors of the allocation set out in paragraph 1, with the exception of the EUR

10 000 000 000 transferred from the Cohesion Fund to finance transport sector projects in the Cohesion Fund eligible Member States.

XXX transferred from the Cohesion Fund to finance transport sector projects in the Cohesion Fund eligible Member States.

Or. pl

Amendment 85
Lena Kolarska-Bobińska

Proposal for a regulation
Article 5 – paragraph 3

Text proposed by the Commission

3. Following the mid-term evaluation according to Article 26(1), the Commission may transfer appropriations between the sectors of the allocation set out in paragraph 1, ***with the exception of the EUR 10 000 000 000 transferred from the Cohesion Fund to finance transport sector projects in the Cohesion Fund eligible Member States.***

Amendment

3. Following the mid-term evaluation according to Article 26(1), the Commission may transfer appropriations between the sectors of the allocation set out in paragraph 1.

Or. en

Amendment 86
Ana Miranda

Proposal for a regulation
Article 7 – paragraph 2 – subparagraph 1 – point a

Text proposed by the Commission

(a) actions implementing the core network according to Chapter III of Regulation (EU) No XXXX/2012 [TEN-T Guidelines], including the deployment of new technologies and innovation according to Article 39 of Regulation (EU) No XXXX/2012 [TEN-T Guidelines];

Amendment

(a) actions implementing the core network according to Chapter III of Regulation (EU) No XXXX/2012 [TEN-T Guidelines], including the deployment of new technologies and innovation according to Article 39 of Regulation (EU) No XXXX/2012 [TEN-T Guidelines], ***as well as studies into the socio-economic impact implementing and structuring these***

objectives may have;

Or. es

Amendment 87

Iosif Matula, Andrey Kovatchev, Petru Constantin Luhan, Iuliu Winkler

Proposal for a regulation

Article 7 – paragraph 2 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

(a) actions implementing the core network according to Chapter III of Regulation (EU) No XXXX/2012 [TEN-T Guidelines], including the deployment of new technologies and innovation according to Article 39 of Regulation (EU) No XXXX/2012 [TEN-T Guidelines];

(a) actions implementing *exclusively* the core network according to Chapter III of Regulation (EU) No XXXX/2012 [TEN-T Guidelines], including the deployment of new technologies and innovation according to Article 39 of Regulation (EU) No XXXX/2012 [TEN-T Guidelines];

Or. en

Amendment 88

Karima Delli

Proposal for a regulation

Article 7 – paragraph 2 – subparagraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(aa) actions improving and upgrading existing rail infrastructure;

Or. en

Amendment 89

Nuno Teixeira

Proposal for a regulation

Article 7 – paragraph 2 – subparagraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(aa) actions implementing the comprehensive network in compliance with Chapter II of the EU Regulation on the TEN-T guidelines, where such actions help to interconnect all the EU's regions, including the most remote and outermost regions and contribute to the development of the core network;

Or. pt

Justification

We should not completely exclude support for the comprehensive network in cases where support for projects may have an added value for the core network, while at the same time encouraging territorial cohesion.

Amendment 90

Tomasz Piotr Poreba

Proposal for a regulation

Article 7 – paragraph 2 – subparagraph 1 – point f

Text proposed by the Commission

Amendment

(f) actions **to reduce rail freight** noise by retrofitting of existing rolling stock;

(f) actions **targeting the reduction of rail** noise **including** by retrofitting of existing rolling stock;

Or. en

Amendment 91

Ana Miranda

Proposal for a regulation

Article 7 – paragraph 2 – subparagraph 1 – point f

Text proposed by the Commission

Amendment

(f) actions to reduce rail freight noise by

(f) actions to reduce rail freight noise by **the** retrofitting **and modernisation** of

retrofitting of existing rolling stock;

existing rolling stock;

Or. es

Amendment 92
Victor Boştinaru

Proposal for a regulation
Article 7 – paragraph 2 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

The Commission shall stimulate and facilitate the achievement of the agreement referred to in the previous subparagraph, and shall report every year to the Parliament on the cases where problems are encountered, and on the nature of the difficulties.

Or. en

Justification

It is important that the Commission facilitates the contact between the different Member States concerned, to ensure effectiveness in the implementation of the projects. The European Parliament should be informed of any problems that may arise, and of their nature, as they might impede the realisation of the projects foreseen by this Regulation.

Amendment 93
Oldřich Vlasák

Proposal for a regulation
Article 8 – paragraph 6

Text proposed by the Commission

Amendment

6. Expenditure related to the purchase of land shall not be an eligible cost.

deleted

Or. en

Amendment 94
Victor Boştinaru

Proposal for a regulation
Article 8 – paragraph 7

Text proposed by the Commission

7. VAT shall *not* be an eligible cost.

Amendment

7. **Not recoverable** VAT shall be an eligible cost.

Or. en

Amendment 95
Tomasz Piotr Poręba, Oldřich Vlasák

Proposal for a regulation
Article 8 – paragraph 7

Text proposed by the Commission

7. VAT shall not be an eligible cost.

Amendment

7. VAT shall not be an eligible cost **unless it may be recovered by the final beneficiary under national VAT legislation.**

Or. en

Amendment 96
Tamás Deutsch

Proposal for a regulation
Article 8 – paragraph 7

Text proposed by the Commission

7. VAT shall *not* be an eligible cost.

Amendment

7. **Non-refundable** VAT shall be an eligible cost.

Or. en

Amendment 97

Iosif Matula, Andrey Kovatchev, Petru Constantin Luhan, Iuliu Winkler

Proposal for a regulation

Article 8 – paragraph 7

Text proposed by the Commission

7. VAT shall **not** be an eligible cost.

Amendment

7. VAT shall be an eligible cost.

Or. en

Amendment 98

Ana Miranda

Proposal for a regulation

Article 9 – paragraph 1

Text proposed by the Commission

1. Proposals may be submitted by one or several Member States, international organisations, joint undertakings, or public or private undertakings or bodies established in Member States.

Amendment

1. Proposals may be submitted by one or several Member States, ***subnational bodies endowed with law-making powers***, international organisations, joint undertakings, or public or private undertakings or bodies established in Member States.

Or. es

Amendment 99

Victor Boştinaru

Proposal for a regulation

Article 10 – paragraph 2 – point b – point i

Text proposed by the Commission

(i) rail and inland waterways: the amount of Union financial aid shall not exceed 20% of the eligible cost; the funding rate may be increased to 30% for actions addressing bottlenecks; the funding rate may be increased to 40% for actions

Amendment

(i) rail and inland waterways: the amount of Union financial aid shall not exceed 20% of the eligible cost; the funding rate may be increased to 30% for actions addressing bottlenecks; the funding rate may be increased to 40% for actions

concerning cross-border sections;

concerning cross-border sections; **20% of the funding under the CEF shall be earmarked for programmes on border crossing points;**

Or. en

Amendment 100

Nuno Teixeira

Proposal for a regulation

Article 10 – paragraph 2 – point b – point i

Text proposed by the Commission

(i) rail and inland waterways: the amount of Union financial aid shall not exceed 20% of the eligible costs; the funding rate may be increased to 30% for actions addressing bottlenecks; the funding rate may be increased to 40% for actions concerning cross-border sections;

Amendment

(i) rail and inland waterways **and motorways of the sea**: the amount of Union financial aid shall not exceed 20% of the eligible costs; the funding rate may be increased to 30% for actions addressing bottlenecks; the funding rate may be increased to 40% for actions concerning cross-border sections;

Or. pt

Amendment 101

Iosif Matula, Andrey Kovatchev, Petru Constantin Luhan, Iuliu Winkler

Proposal for a regulation

Article 10 – paragraph 2 – point b – point i

Text proposed by the Commission

(i) rail and inland waterways: the amount of Union financial aid shall not exceed **20%** of the eligible cost; the funding rate may be increased to **30%** for actions addressing bottlenecks; the funding rate may be increased to **40%** for actions concerning cross-border sections;

Amendment

(i) rail and inland waterways: the amount of Union financial aid shall not exceed **30%** of the eligible cost; the funding rate may be increased to **40%** for actions addressing bottlenecks; the funding rate may be increased to **50%** for actions concerning cross-border sections;

Or. en

Amendment 102
Ana Miranda, Karima Delli

Proposal for a regulation
Article 10 – paragraph 2 – point b – point ii

Text proposed by the Commission

(ii) inland transport connections to ports and airports, actions to reduce rail freight noise by retrofitting of existing rolling stock, as well as development of ports and multi-modal platforms: the amount of Union financial aid shall not exceed 20% of the eligible cost;

Amendment

(ii) inland transport connections to ports and airports, actions to reduce rail freight noise by retrofitting of existing rolling stock, ***facilitating its modernisation with the aim of reducing all polluting emissions***, as well as development of ports and multi-modal platforms: the amount of Union financial aid shall not exceed 20% of the eligible cost;

Or. es

Amendment 103
Riikka Manner

Proposal for a regulation
Article 10 – paragraph 2 – point b – point ii

Text proposed by the Commission

(ii) inland transport connections to ports and airports, actions to reduce rail freight noise by retrofitting of existing rolling stock, as well as development of ports and multi-modal platforms: the amount of Union financial aid shall not exceed **20%** of the eligible costs.

Amendment

(ii) inland transport connections to ports and airports, actions to reduce rail freight noise by retrofitting of existing rolling stock, as well as development of ports and multi-modal platforms: the amount of Union financial aid shall not exceed **30%** of the eligible costs.

Or. fi

Amendment 104
Rodi Kratsa-Tsagaropoulou

Proposal for a regulation

Article 10 – paragraph 2 – point b – point ii

Text proposed by the Commission

(ii) inland transport connections to ports and airports, actions to reduce rail freight noise by retrofitting of existing rolling stock, as well as development of ports and multi-modal platforms: the amount of Union financial aid shall not exceed 20% of the eligible cost.

Amendment

(ii) inland transport connections to ports and airports, actions to reduce rail freight noise by retrofitting of existing rolling stock, as well as development of ports **in all regions** and multi-modal platforms: the amount of Union financial aid shall not exceed 20% of the eligible cost.

Or. fr

Amendment 105

Iosif Matula, Andrey Kovatchev, Petru Constantin Luhan, Iuliu Winkler

Proposal for a regulation

Article 10 – paragraph 2 – point b – point ii

Text proposed by the Commission

(ii) inland transport connections to ports and airports, actions to reduce rail freight noise by retrofitting of existing rolling stock, as well as development of ports and multi-modal platforms: the amount of Union financial aid shall not exceed **20%** of the eligible cost.

Amendment

(ii) inland transport connections to ports and airports, actions to reduce rail freight noise by retrofitting of existing rolling stock, as well as development of ports and multi-modal platforms: the amount of Union financial aid shall not exceed **30%** of the eligible cost.

Or. en

Amendment 106

Rosa Estaràs Ferragut

Proposal for a regulation

Article 10 – paragraph 2 – point b – point ii

Text proposed by the Commission

(ii) inland transport connections to ports and airports, actions to reduce rail freight noise by retrofitting of existing rolling

Amendment

(ii) inland transport connections to ports and airports, actions to reduce rail freight noise by retrofitting of existing rolling

stock, as well as development of ports and multi-modal platforms: the amount of Union financial aid shall not exceed 20% of the eligible cost;

stock, as well as development of ports and multi-modal platforms: the amount of Union financial aid shall not exceed 20% of the eligible cost; ***particular consideration shall be given to actions that may be applicable in ports and airports in island regions.***

Or. es

Amendment 107
Karima Delli

Proposal for a regulation
Article 10 – paragraph 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) all Union financial aid for road projects shall not exceed 30% of the total amounts spent for rail, walking and cycling projects;

Or. en

Amendment 108
Karima Delli

Proposal for a regulation
Article 10 – paragraph 2 – point c – point i

Text proposed by the Commission

Amendment

(i) the European Rail Traffic Management System (ERTMS): the amount of Union financial aid shall not exceed 50% of the eligible cost;

(i) the European Rail Traffic Management System (ERTMS) ***and rail freight's noise reduction at the source***: the amount of Union financial aid shall not exceed 50% of the eligible cost;

Or. en

Amendment 109
Oldřich Vlasák

Proposal for a regulation
Article 10 – paragraph 2 – point c – point i

Text proposed by the Commission

(i) the European Rail Traffic Management System (ERTMS): the amount of Union financial aid shall not exceed 50% of the eligible cost;

Amendment

(i) the European Rail Traffic Management System (ERTMS) **and River Information Systems**: the amount of Union financial aid shall not exceed 50% of the eligible cost;

Or. en

Justification

RIS is an environmentally-friendly form of traffic management, and as such should have conditions equal to rail traffic management.

Amendment 110
Nuno Teixeira

Proposal for a regulation
Article 10 – paragraph 5

Text proposed by the Commission

5. Co-financing rates mentioned above may be increased by up to 10 percentage points for actions having cross-sector synergies, reaching climate mitigation objectives, enhancing climate resilience or reducing the greenhouse gas emissions. This increase should not apply to co-financing rates referred to in Article 11.

Amendment

5. Co-financing rates mentioned above may be increased by up to 10 percentage points for actions having cross-sector synergies, reaching climate mitigation objectives, enhancing climate resilience or reducing the greenhouse gas emissions **and in the case of investments in areas with natural disadvantages, such as the outermost regions, in line with Articles 355 and 375 TFEU**. This increase should not apply to co-financing rates referred to in Article 11.

Or. pt

Justification

Following selection of a project of common interest in the outermost regions, these regions should be eligible for this increased rate due to their special characteristics, as specified in Articles 355 and 375 of the TFEU.

Amendment 111

Lena Kolarska-Bobińska

Proposal for a regulation

Article 11

Text proposed by the Commission

Amendment

[...]

deleted

Or. en

Amendment 112

Victor Boștinaru

Proposal for a regulation

Article 11 – title

Text proposed by the Commission

Amendment

Specific calls for funds transferred from the Cohesion Fund in the field of transport

Projects financed with Cohesion Fund resources in the field of transport

Or. en

Amendment 113

Victor Boștinaru

Proposal for a regulation

Article 11 – paragraph 1

Text proposed by the Commission

Amendment

1. As regards the **EUR 10 000 000 000 transferred** from the Cohesion Fund **[Regulation XXX Article XX] to be spent** in Member States eligible for funding from

1. As regards the **EUR XXX made available** from the Cohesion Fund **to be spent for projects implementing the core network exclusively** in Member States

the Cohesion Fund, *specific calls* shall *be launched for projects* implementing *the core network exclusively in Member States eligible for funding from the Cohesion Fund*.

eligible for funding from the Cohesion Fund, *the Commission* shall *adopt a decision by* implementing *act after a prior agreement with the Member State concerned, setting out the amount to be allocated and the transport infrastructure projects of European added value that will be carried out by each Member State*.

Or. en

Justification

Alignment with the CPR provision voted by REGI in July 2012 [art. 84(4)].

Amendment 114 **Jan Olbrycht**

Proposal for a regulation **Article 11 – paragraph 1**

Text proposed by the Commission

1. As regards the EUR **10 000 000 000** transferred from the Cohesion Fund [Regulation XXX Article XX] to be spent in Member States eligible for funding from the Cohesion Fund, specific calls shall be launched for projects implementing the core network exclusively in Member States eligible for funding from the Cohesion Fund.

Amendment

1. As regards the EUR **XXX** transferred from the Cohesion Fund [Regulation XXX Article XX] to be spent in Member States eligible for funding from the Cohesion Fund, specific calls shall be launched for projects implementing the core network exclusively in Member States eligible for funding from the Cohesion Fund.

Or. pl

Amendment 115 **Victor Boștinăru**

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

Text proposed by the Commission

Amendment

2. Applicable rules for the transport sector under this Regulation shall apply to these specific calls. When implementing these calls, greatest possible priority shall be given to projects respecting the national allocations under the Cohesion Fund.

deleted

Or. en

Amendment 116

Cornelia Ernst, Younous Omarjee

Proposal for a regulation

Article 11 – paragraph 2

Text proposed by the Commission

Amendment

2. Applicable rules for the transport sector under this Regulation shall apply to these specific calls. When implementing these calls, ***greatest possible priority shall be given to projects*** respecting the national allocations ***under the Cohesion Fund.***

2. Applicable rules for the transport sector under this Regulation shall apply to these specific calls. When implementing these calls, ***the genuine application of the principle of*** respecting the national allocations ***shall be ensured.***

Or. en

Amendment 117

Ana Miranda

Proposal for a regulation

Article 11 – paragraph 2

Text proposed by the Commission

Amendment

2. Applicable rules for the transport sector under this Regulation shall apply to these specific calls. When implementing these calls, greatest possible priority shall be given to projects respecting the national allocations under the Cohesion Fund.

2. Applicable rules for the transport sector under this Regulation shall apply to these specific calls. When implementing these calls, greatest possible priority shall be given to projects ***concerning cross-border sections and*** respecting the national allocations under the Cohesion Fund.

Amendment 118
Luis Paulo Alves

Proposal for a regulation
Article 11 – paragraph 2

Text proposed by the Commission

2. Applicable rules for the transport sector under this Regulation shall apply to these specific calls. When implementing these calls, greatest possible priority shall be given to projects respecting the national allocations under the Cohesion Fund.

Amendment

2. Applicable rules for the transport sector under this Regulation shall apply to these specific calls. When implementing these calls, greatest possible priority shall be given to projects respecting the national allocations under the Cohesion Fund, ***with the goal of eliminating obstacles to mobility, including in remote, outlying or outermost regions.***

Or. pt

Amendment 119
Markus Pieper

Proposal for a regulation
Article 11 – paragraph 2

Text proposed by the Commission

2. Applicable rules for the transport sector under this Regulation shall apply to these specific calls. ***When implementing these calls, greatest possible priority shall be given to projects respecting*** the national allocations under the Cohesion Fund.

Amendment

2. Applicable rules for the transport sector under this Regulation shall apply to these specific calls.

Until 31 December 2016, the selection of projects eligible for financing shall respect the national allocations under the Cohesion Fund. ***As of 1 January 2017, resources transferred to the Connecting Europe Facility which have not been committed to a transport infrastructure project, shall be made available to all***

Member States eligible to the Cohesion Fund to finance transport infrastructure projects according to this Regulation.

Or. en

Amendment 120
Jan Olbrycht

Proposal for a regulation
Article 11 – paragraph 3 – introductory part

Text proposed by the Commission

3. By the way of derogation from Article 10, and as regards the EUR **10 000 000 000** transferred from the Cohesion Fund [Regulation XXX Article XX] to be spent in Member States eligible for funding from the Cohesion Fund, the maximum funding rates shall be those applicable to the Cohesion Fund referred to in Article 22 and Article 110.3 of Regulation (EU) No XXX2012 [Regulation laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund covered by the Common Strategic Framework and laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1083/2006] for the following actions:

Amendment

3. By the way of derogation from Article 10, and as regards the EUR **XXX** transferred from the Cohesion Fund [Regulation XXX Article XX] to be spent in Member States eligible for funding from the Cohesion Fund, the maximum funding rates shall be those applicable to the Cohesion Fund referred to in Article 22 and Article 110.3 of Regulation (EU) No XXX2012 [Regulation laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund covered by the Common Strategic Framework and laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1083/2006] for the following actions:

Or. pl

Amendment 121
Victor Boștinăru

Proposal for a regulation
Article 11 – paragraph 3 – introductory part

Text proposed by the Commission

3. By the way of derogation from Article 10, and as regards the EUR **10 000 000 000 transferred** from the Cohesion Fund [Regulation XXX Article XX] to be spent in Member States eligible for funding from the Cohesion Fund, the maximum funding rates shall be those applicable to the Cohesion Fund referred to in Article 22 and Article 110(3) of Regulation (EU) No XXX/2012 [Regulation laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund covered by the Common Strategic Framework and laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1083/2006]⁴⁵ for the following actions:

Amendment

3. By the way of derogation from Article 10, and as regards the EUR **XXX made available** from the Cohesion Fund [Regulation XXX Article XX] to be spent in Member States eligible for funding from the Cohesion Fund, the maximum funding rates shall be those applicable to the Cohesion Fund referred to in Article 22 and Article 110(3) of Regulation (EU) No XXX/2012 [Regulation laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund covered by the Common Strategic Framework and laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1083/2006]⁴⁵ for the following actions:

Or. en

Justification

No concrete figures can be specified until negotiations on the future MFF are concluded.

Amendment 122

Nuno Teixeira

Proposal for a regulation

Article 11 – paragraph 3 – point b – point i

Text proposed by the Commission

(i) rail and inland waterways;

Amendment

(i) rail and inland waterways **and motorways of the sea**:

Or. pt

Amendment 123
Ana Miranda

Proposal for a regulation
Article 11 – paragraph 3 – point b – point iii

Text proposed by the Commission

(iii) inland transport connections to ports and airports, development of multi-modal platforms and of ports;

Amendment

(iii) inland transport connections to ports and airports, development of multi-modal platforms and of ports ***and sustainable maritime connections***;

Or. es

Amendment 124
Luís Paulo Alves

Proposal for a regulation
Article 11 – paragraph 3 – point b – point iii

Text proposed by the Commission

(iii) inland transport connections to ports and airports, development of multi-modal platforms and of ports;

Amendment

(iii) inland transport connections to ports and airports, development of multi-modal platforms and of ports, ***and actions to support new technologies and innovation for all forms of transport***;

Or. pt

Amendment 125
Rodi Kratsa-Tsagaropoulou

Proposal for a regulation
Article 11 – paragraph 3 – point b – point iii

Text proposed by the Commission

(iii) inland transport connections to ports and airports, development of multi-modal platforms and of ports;

Amendment

(iii) inland transport connections to ports and airports, development of multi-modal platforms and of ports ***in all regions of the***

EU;

Or. fr

Amendment 126
Tomasz Piotr Poręba

Proposal for a regulation
Article 11 – paragraph 3 – point b – point iii a (new)

Text proposed by the Commission

Amendment

(iii) actions targeting the reduction of rail noise including by retrofitting of existing rolling stock in order to ensure viable use of the TEN-T network respecting noise level requirements.

Or. en

Amendment 127
Luís Paulo Alves

Proposal for a regulation
Article 11 – paragraph 3 – point b – point iii a (new)

Text proposed by the Commission

Amendment

(iii) maritime and air transport connections with remote and island regions with severe communication bottlenecks with the European continent.

Or. pt

Amendment 128
Tomasz Piotr Poręba

Proposal for a regulation
Article 11 – paragraph 3 – point c – point i

Text proposed by the Commission

(i) the European Rail Traffic Management System (ERTMS);

Amendment

(i) the European Rail Traffic Management System (ERTMS); ***the River Information Services (RIS) and the Vessel Traffic Monitoring and Information systems (VTMIS).***

Or. en

Amendment 129
Nuno Teixeira

Proposal for a regulation
Article 11 – paragraph 3 – point c – point ii a (new)

Text proposed by the Commission

Amendment

(iia) actions to support the development of the motorways of the sea.

Or. pt

Amendment 130
Victor Boştinaru

Proposal for a regulation
Article 11 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. To ensure the highest possible absorption of the funds made available from the Cohesion Fund for Member States eligible to the Cohesion Fund, particular support shall be given to programme support actions under the Connecting Europe Facility aimed at strengthening institutional capacity and the efficiency of public administrations and public services related to the development and implementation of projects referred to in paragraph 1.

Amendment 131
Markus Pieper

Proposal for a regulation
Article 11 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. In order to support Member States eligible to the Cohesion Fund, which may experience difficulties in designing projects that are of a sufficient maturity, quality and EU added-value, the Commission shall organise additional calls. To ensure the highest possible absorption of the transferred funds in all Member States eligible to the Cohesion Fund, particular attention shall be given to programme support actions under the Connecting Europe Facility aimed at strengthening institutional capacity and the efficiency of public administrations and public services related to the development and implementation of projects listed in Annex 1 of this Regulation.

Or. en

Amendment 132
Victor Boştinaru

Proposal for a regulation
Article 11 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3b. The resources of the Cohesion Fund used to finance for transport sector projects in the Cohesion Fund eligible Member States shall not count against the Cohesion Policy's capping system.

Justification

Resources from the Cohesion Fund used for an instrument outside the scope of the Cohesion Policy like the CEF should not be counted in the capping system.

Amendment 133

Victor Boştinaru

Proposal for a regulation

Article 12 – paragraph 2 – point c

Text proposed by the Commission

(c) following an evaluation of the progress of the project, in particular in the event of major delays in the implementation of the action.

Amendment

(c) following an evaluation of the progress of the project, in particular in the event of major delays in the implementation of the action ***resulting from direct responsibility of the beneficiaries.***

Or. en

Amendment 134

Victor Boştinaru

Proposal for a regulation

Article 15 – paragraph 1

Text proposed by the Commission

1. Actions supported by means of financial instruments shall be selected on a first come first served basis and shall seek sectoral diversification in accordance with Articles 3 and 4 as well as ***gradual*** geographical diversification across the Member States.

Amendment

1. Actions supported by means of financial instruments shall be selected on a first come first served basis and shall seek sectoral diversification in accordance with Articles 3 and 4 as well as ***ensure*** geographical diversification across the Member States.

Or. en

Amendment 135
Luís Paulo Alves

Proposal for a regulation
Article 17 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7a. The Commission shall adopt programmes specifically addressing the problems of remoteness and isolation in the fields of transport, energy and communications, so that the objectives of this Regulation can be achieved in the outermost regions.

Or. pt

Amendment 136
Victor Boştinaru

Proposal for a regulation
Article 21 – paragraph 2

Text proposed by the Commission

Amendment

Member States shall for projects related to transport **and energy** sectors, undertake the technical monitoring and financial control of actions in close cooperation with the Commission and shall certify the reality and the conformity of the expenditure incurred in respect of projects or parts of projects. The Member States may request the participation of the Commission during on-the-spot checks.

Member States shall for projects related to transport, **energy and telecommunications** sectors, undertake the technical monitoring and financial control of actions in close cooperation with the Commission and shall certify the reality and the conformity of the expenditure incurred in respect of projects or parts of projects. The Member States may request the participation of the Commission during on-the-spot checks.

Or. en

Amendment 137
Victor Boştinaru

Proposal for a regulation
Article 21 – paragraph 3

Text proposed by the Commission

In the field of telecommunications ***in particular***, the national regulatory authorities shall make every effort to ensure the required legal certainty and investment conditions facilitating the implementation of the projects receiving Union financial aid under this Regulation.

Amendment

In the field of telecommunications the national regulatory authorities shall ***also*** make every effort to ensure the required legal certainty and investment conditions facilitating the implementation of the projects receiving Union financial aid under this Regulation.

Or. en

Amendment 138
Victor Boştinaru

Proposal for a regulation
Article 23 – paragraph 1

Text proposed by the Commission

1. The Commission shall take appropriate measures ensuring that, when actions financed under this Regulation are implemented, the financial interests of the Union are protected by the application of preventive measures against fraud, corruption and any other illegal activities, by effective checks and, if irregularities are detected, by the recovery of the amounts wrongly paid and, where appropriate, by effective, proportional and deterrent penalties.

Amendment

1. The Commission shall take appropriate measures ensuring that, when actions financed under this Regulation are implemented, the financial interests of the Union are protected by ***ensuring that costs are not disproportionate for infrastructure of the same type in the different Member States taking into due consideration local prices***, by the application of preventive measures against fraud, corruption and any other illegal activities, by effective checks and, if irregularities are detected, by the recovery of the amounts wrongly paid and, where appropriate, by effective, proportional and deterrent penalties.

Or. en

Justification

It must be ensured, to the maximum possible extent, that the cost of infrastructure projects financed by EU money is homogeneous in the different Member States, on the basis of the cost of local labour and materials.

Amendment 139
Oldřich Vlasák

Proposal for a regulation
Article 24 – paragraph 1

Text proposed by the Commission

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

Amendment

1. The Commission shall be assisted by a Coordination Committee of the Facility ***and by committees established for each of the three sectors of the Instrument - transport, energy and telecommunications infrastructure. These committees*** shall be ***committees*** within the meaning of Regulation (EU) No 182/2011.

Or. en

Amendment 140
Oldřich Vlasák

Proposal for a regulation
Article 24 – paragraph 3

Text proposed by the Commission

3. The committee shall ensure a horizontal overview of the work programmes referred to in Article 17 to ensure consistency and that synergies are identified and exploited between sectors.

Amendment

3. The ***Coordination*** committee shall ensure a horizontal overview of the work programmes referred to in Article 17 to ensure consistency and that synergies are identified and exploited between ***sectors***. ***The committees of respective sectors shall help the Commission monitor implementation of the respective guidelines and shall take part in their reviews.***

Or. en

Amendment 141
Ana Miranda

Proposal for a regulation
Article 27 – paragraph 2

Text proposed by the Commission

2. The Commission shall implement information and communication actions on the Connecting Europe Facility projects and results. Moreover, budget allocated to communication under this Regulation shall also cover corporate communication on the political priorities of the Union.

Amendment

2. The Commission shall implement information and communication actions on the Connecting Europe Facility projects and results. ***The Commission shall also make placing information and communications on the Connecting Europe Facility projects and results on the Internet a priority.*** Moreover, budget allocated to communication under this Regulation shall also cover corporate communication on the political priorities of the Union.

Or. es

Amendment 142
Markus Pieper

Proposal for a regulation
Annex 1 – part 1 - section a – point 2 – paragraph 1

Text proposed by the Commission

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – ***Utrecht*** –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

Amendment

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – ***Rheine-
Twente/Mittellandkanal-*** Enschede –
Hengelo-Utrecht – Amsterdam/Rotterdam
– Felixstowe – Birmingham/Manchester –
Liverpool

***Inland Waterway (IWW): Feasibility
study for the connection between the
Mittellandcanal and the Twentecanal***

Or. en

Amendment 143
Hans-Gert Pöttering

PE496.462v01-00

62/68

AM\913372EN.doc

Proposal for a regulation

Annex 1 – part 1 - section a – point 2 – paragraph 1

Text proposed by the Commission

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

Amendment

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – ***Airport Münster/Osnabrück
FMO*** – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool
***Rail, Airport: rail – airport Münster-
Osnabrück interconnection***

Or. en

Amendment 144

Hans-Gert Pöttering

Proposal for a regulation

Annex 1 – part 1 - section a – point 2 – paragraph 1

Text proposed by the Commission

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

Amendment

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – ***Hengelo/Twente*** – Enschede
– Utrecht – Amsterdam/Rotterdam –
Felixstowe – Birmingham/Manchester –
Liverpool
***Rail: upgrading of several sections
(Hannover – Osnabrück –
Hengelo/Twente; especially
Minden/Seelze - Hannover and Twente-
Bypass)***

Or. en

Amendment 145

Hans-Gert Pöttering

Proposal for a regulation
Annex 1 – part 1 - section a – point 2 – paragraph 1

Text proposed by the Commission

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

Amendment

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
West-German Canals, Mittellandkanal –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

***Pre-identified sections: West-German
Canals, Mittellandkanal, Hannover –
Magdeburg - Berlin***

Mode: IWW

***Description/dates: Upgrading (e.g.
elevation of the bridges allowing three
layers of containers) incl. links to the
other modes***

Or. en

Amendment 146
Hans-Gert Pöttering

Proposal for a regulation
Annex 1 – part 1 - section a – point 2 – paragraph 1

Text proposed by the Commission

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

Amendment

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

***Pre-identified sections: Hannover –
Osnabrück – Hengelo/Enschede –
Deventer/Zutphen – Amsterdam***

Mode: multimodal

***Description/dates: Study in the entire
cross-border region to reduce CO₂
emissions e.g. by the implementation of
traffic and mobility management systems***

*and more balanced "burden sharing"
between the different traffic modes*

Or. en

Amendment 147
Hans-Gert Pöttering

Proposal for a regulation
Annex 1 – part 1 - section a – point 2 – paragraph 1

Text proposed by the Commission

Amendment

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

***Pre-identified sections: Berlin –
Hannover – NL***

Mode: Road

***Description/dates: Upgrading of several
sections (Dutch A1, German A30) incl.
links to the north-south axes***

Or. en

Amendment 148
Hans-Gert Pöttering

Proposal for a regulation
Annex 1 – part 1 - section a – point 2 – paragraph 1

Text proposed by the Commission

Amendment

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

***Pre-identified sections: Ruhr area -
Münster -Osnabrück - Hamburg***

Mode: Road

*Description/dates: Expansion of German
A1 to six lanes, section "Kamen-cross"
till "cross Lotte/Osnabrück*

Or. en

Amendment 149

Lena Kolarska-Bobińska

Proposal for a regulation

Annex 1 – part 1 - section a – point 2 – paragraph 1

Text proposed by the Commission

Amendment

BY border – Warszawa – Poznań –
Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

UA border – **Lublin** – Warszawa – Poznań
– Frankfurt/Oder – Berlin – Hannover –
Osnabrück – Enschede – Utrecht –
Amsterdam/Rotterdam – Felixstowe –
Birmingham/Manchester – Liverpool

Or. en

Amendment 150

Lena Kolarska-Bobińska

Proposal for a regulation

Annex 1 – part 1 - section a – point 2 – table 1 – row 2 – column 1

Text proposed by the Commission

Amendment

BY border – Warszawa – Poznań – DE
border

UA border – **Lublin** – Warszawa – Poznań
– DE border

Or. en

Amendment 151

Ana Miranda

Proposal for a regulation

Annex 1 – part 1 - section a – point 7 – paragraph 1 - line 2

Text proposed by the Commission

Lisboa – Aveiro – Oporto

Amendment

Lisboa – Aveiro – Oporto – **Vigo**

(This link will connect the Portuguese corridor with Galicia, thereby safeguarding the conventional Porto-Vigo line and preventing its closure, and will connect with the Galicia-Portugal Atlantic corridor.)

Or. es

Amendment 152

Iuliu Winkler, Petru Constantin Luhan, Iosif Matula

Proposal for a regulation

Annex 1 – part 1 - section b – row - 1 (new)

Text proposed by the Commission

Amendment

***Bucharest to Republic of Moldova border
– Cross-Border – Rail – studies ongoing***

Or. ro

Amendment 153

Lena Kolarska-Bobińska

Proposal for a regulation

Annex 1 – part 1 - section b – row 27 a (new)

Text proposed by the Commission

Amendment

***UA border (Lviv) – Lublin – Warszawa
Cross-border
Rail
upgrading line***

Or. en

Amendment 154
Lena Kolarska-Bobińska

Proposal for a regulation
Annex 1 – part 2 – table a – row 8 a (new)

Text proposed by the Commission

Amendment

8a. Oil supply diversification corridors in Central Eastern Europe ("OSC"):

Objective

Interoperability of the oil pipeline network in Central Eastern Europe to increase security of supply and reduce environmental risks.

Member States concerned:

Austria, Czech Republic, Germany, Hungary, Poland, Slovakia.

Or. en

Justification

This corridor is included in the TEN-E guideline, but for some unknown reason absent from this list.