



Plenary sitting

A8-0409/2018

28.11.2018

*****I**

REPORT

on the proposal for a regulation of the European Parliament and of the Council
establishing the Connecting Europe Facility and repealing Regulations (EU)
No 1316/2013 and (EU) No 283/2014
(COM(2018)0438 – C8-0255/2018– 2018/0228(COD))

Committee on Industry, Research and Energy
Committee on Transport and Tourism

Rapporteur: Henna Virkkunen, Marian-Jean Marinescu, Pavel Telička

(Joint committee procedure – Rule 55 of the Rules of Procedure)

Symbols for procedures

*	Consultation procedure
***	Consent procedure
***I	Ordinary legislative procedure (first reading)
***II	Ordinary legislative procedure (second reading)
***III	Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act**Amendments by Parliament set out in two columns**

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the ■ symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

CONTENTS

	Page
DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION.....	5
OPINION OF THE COMMITTEE ON FOREIGN AFFAIRS	61
OPINION OF THE COMMITTEE ON BUDGETS.....	83
OPINION OF THE COMMITTEE ON THE ENVIRONMENT, PUBLIC HEALTH AND FOOD SAFETY	91
OPINION OF THE COMMITTEE ON REGIONAL DEVELOPMENT	110
PROCEDURE – COMMITTEE RESPONSIBLE	146
FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE.....	148

DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU)

No 1316/2013 and (EU) No 283/2014

(COM(2018)0438 – C8-0255/2018 – 2018/0228(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2018)0438),
 - having regard to Article 294(2) and Articles 172 and 194 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C8-0255/2018),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the opinion of European Economic and Social Committee of ... ,
 - having regard to Rule 59 of its Rules of Procedure,
 - having regard to the joint deliberations of the Committee on Industry, Research and Energy and the Committee on Transport and Tourism under Rule 55 of the Rules of Procedure,
 - having regard to the report of the Committee on Industry, Research and Energy and the Committee on Transport and Tourism and the opinions of the Committee on Foreign Affairs, Committee on Budgets, the Committee on the Environment, Public Health and Food Safety and Committee on Regional Development (A8-0409/2018),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Amendment 1

AMENDMENTS BY THE EUROPEAN PARLIAMENT*

to the Commission proposal

Proposal for a

REGULATION EU .../... OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Articles 172 and 194 thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee¹,

Having regard to the opinion of the Committee of the Regions²,

Acting in accordance with the ordinary legislative procedure,

Whereas:

- (1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation ***and to respect the long-term decarbonisation commitments***, the Union needs an up-to-date, ***multimodal*** high-performance infrastructure to help connect and integrate the Union and all its regions, ***including remote, outermost, insular, peripheral and mountainous ones***, in the transport, ***digital*** and energy sectors. Those connections should help to improve the free movement of persons, ***including PRM***, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and

* Amendments: new or amended text is highlighted in bold italics; deletions are indicated by the symbol

¹ OJ C , , p. .

² OJ C , , p. .

contribute to a more competitive *and sustainable* social market economy and to combating climate change.

- (2) The aim of the Connecting Europe Facility (the ‘Programme’) is to accelerate investment in the field of trans-European networks and to leverage funding from both the public and the private sectors, while increasing legal certainty and respecting the principle of technological neutrality. The Programme should enable synergies between the transport, energy and digital sectors to be harnessed to the full extent, thus enhancing the effectiveness of Union action and enabling implementing costs to be optimised.
- (2a) *The Programme should help to promote the territorial accessibility and connectivity of all regions of the Union, including the remote, outermost, island, peripheral, mountain and cross-border regions, as well as in depopulated and scarcely populated areas;*
- (3) The Programme should *contribute also to EU action against* climate change, *support* environmentally and socially sustainable projects and, where appropriate, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.
- (4) Reflecting the importance of tackling climate change in line with Union’s commitments to implement the Paris Agreement, and the commitment to the 17 United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives³. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based *inter alia* on ■ Rio markers. ■ Expenditures relating to rail *and waterway* infrastructure, *charging infrastructure*, alternative *and sustainable* fuels *for all transport modes*, *energy efficiency*, clean urban transport, electricity transmission, electricity storage, smart grids, CO₂ transportation, renewable energy, ■ inland waterways ■ multimodal transport and gas infrastructure *should be compliant with climate objectives*. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant. *In line with the Union’s objectives and commitments to reduce the impact of climate change, the Programme shall encourage a modal shift to more sustainable modes of transport, such as rail, clean urban transport, maritime transport and inland waterways;*

³ COM(2018)0321, page 13.

- (5) In order to comply with the reporting obligations set in Article 11(c) of Directive 2016/2284/EU on the reduction of national emissions of certain atmospheric pollutants, amending Directive 2003/35/EC and repealing Directive 2001/81/EC, regarding the uptake of Union funds to support the measures taken with a view to complying with the objectives of this Directive, expenditure related to the reduction of emissions or air pollutants under this Directive shall be tracked.
- (6) An important objective of this Programme is to deliver increased synergies **and complementarity** between the transport, energy and digital sectors. For that purpose, the **work programmes could effectively** address specific intervention areas, for instance as regards connected and automated mobility, **sustainable** alternative fuels **including the relevant infrastructure for all transport modes or joint cross-border infrastructure, and should provide for increased flexibility to merge the financial support in these sectors. Enabling digital communication could constitute an integral part of a project of common interest in the field of energy and transport.** The Programme should allow, within each sector, the possibility to consider eligible some **synergetic** components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivised through the award criteria for the selection of actions, **as well as in terms of increased co-financing.**
- (7) The trans-European transport network (TEN-T) guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council⁴ (hereafter ‘TEN-T guidelines’) identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of the core network by 2030 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure.
- (7a) **Actions contributing to the development of projects of common interest in the transport sector, financed by the Programme, should build on the complementarity of all transport modes to provide for efficient, interconnected and multimodal networks, in order to ensure connectivity throughout the Union;**
- (8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the **ongoing TEN-T projects as well as** cross-border links, **bottlenecks, horizontal priorities,** missing links **and urban nodes** and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.
- (8a) **In some cases projects realised on the territory of one Member State have a substantial cross-border impact and create value which exceeds national borders, by enhancing cross-border connectivity on the seaside, or by enhancing the connectivity with the wider hinterland economy beyond national borders. Projects demonstrating such impact should therefore be considered to be cross-border.**

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

- (8b) *In order to take account of the exceptional circumstances of the United Kingdom's withdrawal from the European Union, connectivity between Ireland and continental Europe should be provided for by modifying the route and composition of the TEN-T corridors with a view to incorporating the maritime links between Irish ports and the continental ports in the core network and comprehensive network.*
- (9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors, their pre-identified sections *and their capacity* should be adapted. These adaptations *to the core network should not affect its completion by 2030, should improve the corridors' coverage of the EU territory and* should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15 %. *Evolutions on the comprehensive network must be monitored and assessed in order to guarantee the relevance of the sections.*
- (10) It is necessary to promote *public, and private* investments in favour of smart, *interoperable*, sustainable, *multimodal*, inclusive, *PRM-accessible*, safe and secure mobility throughout the Union *for all transport modes*. In 2017, the Commission presented⁵ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme, *for example to accelerate the implementation and retrofitting of the smart tachograph.*
- (11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency *and* the use of alternative fuels *while respecting the principle of technological neutrality*. Directive 2014/94/EU of the European Parliament and of the Council⁶ establishes a common framework of measures for the deployment of alternative fuels infrastructure *for all modes of transport* in the Union in order to *reduce as far as possible the dependence on fossil fuels* and to mitigate the environmental *and climate* impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals⁷ of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.
- (12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean"⁸, the Commission highlighted that automated vehicles and

⁵ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017)0283.

⁶ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

⁷ Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017)0675.

⁸ COM(2018)0293.

advanced connectivity systems will make vehicles safer, easier to share and more accessible for all citizens, including those who may be cut-off from mobility services today, such as the elderly and **people with reduced mobility**. In this context, the Commission also proposed an "EU Strategic Action Plan on Road safety" and a revision of Directive 2008/096 on Road Safety infrastructure management. ***In the same vein, other regulations, such as Directive 2004/54 on minimum safety requirements for tunnels in the trans-European road network, must be adapted to the new safety and digitisation standards of the transport sector. Improving safety must also be a priority in the rail sector. Of particular importance is investment in safety at crossings (i.e. signalling, infrastructure improvement). In 2012, there were 573 significant accidents on the 114 000 level crossings in the EU, resulting in 369 fatalities and 339 people seriously injured (ERA 2014 report). Consequently, level crossings which pose a high safety risk should be identified EU-wide with a view to investing in improving the infrastructure, which should eventually be replaced by bridges and underpasses.***

- (13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase ■ the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. ***At the end of the initial phase, resources transferred to the Programme which have not been committed to a transport infrastructure project*** should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.
- (14) Following the Joint Communication on improving **dual** mobility in the European Union of November 2017⁹, the Action Plan on Military Mobility adopted on 28 March 2018 by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy¹⁰ highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T, ***with the overall aim of improving mobility across the Union***. The Action Plan indicates that by mid-2018, the Council is invited to consider and validate the military requirements in relation to transport infrastructure and that, by 2019 the Commission services will identify the parts of the trans-European transport network suitable ***also for dual (civil and defence) use of the infrastructure***, including ***where there is the possibility to upgrade*** existing infrastructure. ***The infrastructure will always be for dual use***. Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of work programmes ***through measurable actions complying with*** the applicable requirements as defined in the context of the Action Plan.
- (14a) ***The introduction of the Action Plan on dual (civil and defence) mobility in the Union is part of the overall objective of improving mobility in the EU while***

⁹ JOIN(2017)0041.

¹⁰ JOIN(2018)0005.

responding to the logistics and mobility challenges set out in the its common security and defence policy (CSDP); to that end, it is vital to harmonise cross-border standards and customs regulations, as well as administrative and legislative procedures. The role of EU joint ventures is, among others, vital to contribute to the harmonisation of administrative and legislative procedures, both for the CEF and for the Action Plan on dual (civil and defence) mobility; Dual (civil and defence) mobility will contribute to the development of the CEF, especially regarding budget matters and measures to meet new and future needs;

- (15) In its Communication "A stronger and renewed strategic partnership with the EU's outermost regions"¹¹, the Commission highlighted the outermost regions' specific transport, **energy and digital** needs and the necessity to provide **adequate** Union funding to match these needs, including through the Programme **by applying co-financing rates up to a maximum of 85%**.

- (16) Considering the significant investment needs to progress towards completing the TEN-T core network by 2030 (estimated at EUR 350 billion during 2021-2027), the TEN-T comprehensive network by 2050 and decarbonisation-digitalisation-urban investments (estimated at EUR 700 billion during 2021-2027), it is appropriate to **keep an adequate budget for the transport sector, in line with the one foreseen at the beginning of the 2014-2020 programming period, and to** make the most efficient use of the various Union financing programmes and instruments, **thus maximising** the value-added of investments supported by the Union. This would be achieved via a streamlined investment process, enabling visibility on the transport pipeline and consistency across relevant Union programmes, notably the Connecting Europe Facility, the European Regional Development Fund (ERDF), the Cohesion Fund and InvestEU. In particular, the enabling conditions as detailed under Annex IV of Regulation (EU) XXX [Regulation of the European Parliament and of the Council laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, and the European Maritime and Fisheries Fund and financial rules for those and for the Asylum and Migration Fund, the Internal Security Fund and the Border Management and Visa Instrument ('CPR')]¹² should be taken into account where relevant.

- (17) Regulation (EU) No 347/2013 of the European Parliament and of the Council¹² identifies the trans-European energy infrastructure priorities which need to be implemented in order to meet the Union's energy and climate policy objectives, identifies projects of common interest necessary to implement those priorities, and lays down measures in the field of the granting of permits, public involvement and regulation to speed up and/or facilitate the implementation of those projects, including criteria for the eligibility of such projects for Union financial assistance. **The list of projects of common interest and TEN-E guidelines should be revised to take into account the goals and objectives of the Paris Agreement as well as the Union's climate and energy targets for 2030 and beyond;**

¹¹ COM(2017)0623.

¹² Regulation (EU) No 347/2013 of the European Parliament and of the Council of 17 April 2013 on guidelines for trans-European energy infrastructure and repealing Decision No 1364/2006/EC and amending Regulations (EC) No 713/2009, (EC) No 714/2009 and (EC) No 715/2009 (OJ L 115, 25.4.2013, p. 39).

- (18) Directive [recast Renewables Directive] stresses the need to set up an enabling framework comprising the enhanced use of Union funds, with explicit reference to enabling actions to support cross-border cooperation in the field of renewable energy.
- (19) While completion of network infrastructure remains the priority to achieve the development of renewable energy, integrating cross-border cooperation on renewable energy *and developing a smart and efficient energy system including storage and demand response solutions that help balance the grid*, reflects the approach adopted under the Clean Energy for all Europeans initiative with a collective responsibility to reach an ambitious target for renewable energy in 2030 and the changed policy context, *ensuring a fair and adequate social transition*, with ambitious long-term decarbonisation objectives.
- (20) Innovative infrastructure technologies that enable the transition to a low **■ emission** energy and mobility systems and improve security of supply, *seeking greater energy independence for the Union*, are essential in view of the Union's decarbonisation agenda. In particular, in its Communication of 23 November 2017 "Communication on strengthening Europe's energy networks"¹³, the Commission emphasised that the role of electricity, where renewable energy will constitute half of the electricity generation by 2030, will increasingly be driving the decarbonisation of sectors so far dominated by fossil fuels, such as transport, industry and heating and cooling and that accordingly, the focus under the trans-European energy infrastructure policy **■ must be** on electricity interconnections, electricity storages **■ smart grids projects, and gas infrastructure investments**. To support the Union's decarbonisation objectives, *internal market integration and security of supply*, due consideration and priority should be given to technologies and projects contributing to the transition to a low **■ emission** economy. The Commission will aim at increasing the number of cross-border smart grid, innovative storage as well as carbon dioxide transportation projects to be supported under the Programme.
- (20a) *Support to smart grid projects, where such projects integrate electricity generation, distribution or consumption using real time system management and influencing cross-border energy flows, is needed. The energy projects should further reflect the central role of smart grids in the energy transition and support from the Programme should help to overcome the funding gaps, which are currently hampering investments in the large-scale deployment of smart grid technology.*
- (20b) *With regard to electricity interconnection, Regulation (EU) 2018/... of the European Parliament and of the Council [on the Governance of the Energy Union], establishes an electricity interconnection target of 15% among Member States for 2030. The Programme should contribute to achieving this target.*
- (21) The achievement of the digital single market relies on the underlying digital connectivity infrastructure. The digitalisation of European industry and the modernisation of sectors like transport, energy, healthcare and public administration depend on universal access to reliable, affordable, high and very high capacity networks. Digital connectivity has become one of the decisive factors to close economic, social and territorial divides, supporting the modernisation of local economies, and underpinning the diversification of economic activities. The scope of

¹³ COM(2017)0718.

intervention of the Programme in the area of digital connectivity infrastructure should be adjusted to reflect its increasing importance for the economy and the society at large. Therefore, it is necessary to set out the digital connectivity infrastructure projects of common interest needed to meet Union's digital single market objectives, and to repeal Regulation (EU) No 283/2014 of the European Parliament and of the Council¹⁴.

- (22) The Communication on "Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society"¹⁵ (the Gigabit Society Strategy) sets out strategic objectives for 2025, in view of optimising investment in digital connectivity infrastructure. Directive (EU) 2018/XXX [European Electronic Communications Code] aims inter alia at creating a regulatory environment which incentivises private investments in digital connectivity networks. It is nevertheless clear that network deployments *will urgently require closer attention given their limited cost efficiency* throughout the Union, due to various factors such as remoteness and territorial or geographical specificities, low population density, various socio-economic factors. The Programme should therefore *aim also to contribute to a balance between rural and urban areas in order* to contribute to the achievement of these strategic objectives set out in the Gigabit Society Strategy, complementing the support provided for the deployment of very high capacity networks by other programmes, in particular the European Regional Development Fund (ERDF) and Cohesion Fund and the InvestEU fund.
- (23) While all digital connectivity networks which are connected to the Internet are intrinsically trans-European, due mainly to the functioning of the applications and services which they enable, priority for support via the Programme should be given to actions with the highest expected impact on the Digital Single Market, inter alia through their alignment with the objectives of the Gigabit Society Strategy Communication, as well as on the digital transformation of the economy and society, having regard to market failures and implementation obstacles observed.
- (24) Schools, universities, libraries, local, regional or national administrations, main providers of public services, hospitals and medical centres, transport hubs and digitally intensive enterprises are entities and places that can influence important socio-economic developments in the area where they are located, *including rural and scarcely populated areas*. Such socio-economic drivers need to be at the cutting edge of Gigabit connectivity in order to provide access to the best services and applications for European citizens, business and local communities. The Programme should support access to Gigabit connectivity, *high speed connectivity, including state-of-the-art mobile connectivity*, for these socio-economic drivers with a view to maximising their positive spill-over effects on the wider economy and society, including by generating wider uses demand for connectivity and services.
- (25) In addition, building on the success of the WiFi4EU initiative, the Programme should continue to support the provision of free, *secure*, high quality, local wireless

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

¹⁵ COM(2016)0587.

connectivity in the centres of local public life, including entities with a public mission such as public authorities and providers of public services as well as outdoor spaces accessible to the general public, in order to promote the Union's digital vision in local communities.

- (25a) *Digital infrastructure is an important basis for innovations. In order for the programme to maximise its impact it should focus on funding the infrastructure. Individual digital services and applications, such as those involving various distributed ledger technologies or applying artificial intelligence, should therefore be out of scope of the Programme and instead, as appropriate, be addressed through other instruments such as the Digital Europe. It is also important to maximize the synergies between different programmes.*
- (26) The viability of the anticipated next generation digital services, such as Internet of Things services and applications which are expected to bring significant benefits across various sectors and for society as a whole, will require uninterrupted cross-border coverage with 5G networks, in particular in view of allowing users and objects to remain connected while on the move. However, the cost sharing scenarios for 5G deployment across these sectors remain unclear and the perceived risks of commercial deployment in some key areas are very high. Road corridors and train connections are expected to be key areas for the first phase of new applications in the area of connected mobility and therefore constitute vital cross-border projects for funding under this Programme.
- (27) Unconnected territories in all areas of the Union, including in central ones, represent bottlenecks and unexploited potential to the digital single market. In most rural and remote areas, high quality Internet connectivity can play an essential role in preventing digital divide, isolation and depopulation by reducing the costs of delivery of both goods and services and partially compensating for remoteness. High quality Internet connectivity is necessary for new economic opportunities such as precision farming or the development of a bio-economy in rural areas. The Programme should contribute to providing all European households, rural or urban, with very high capacity fixed or wireless connectivity, focusing on those deployments for which a degree of market failure is observed and which can be addressed using low intensity grants. In doing so, the Programme should aim at achieving a comprehensive coverage of households and territories, as gaps in an already covered area are uneconomic to address at a later stage.
- (28) The deployment of backbone electronic communications networks, including with submarine cables connecting European territories to third countries on other continents or connecting European islands or overseas territories to the mainland, is needed in order to provide necessary redundancy for such vital infrastructure, and to increase the capacity and resilience of the Union's digital networks. However, such projects are often commercially non-viable without public support.
- (29) Actions contributing to projects of common interest in the area of digital connectivity infrastructure shall deploy the **best available and suitable** technology while proposing the best balance between state-of-the-art technologies in terms of data flow capacity, transmission security, network resilience, **cybersecurity** and cost efficiency, and should be prioritised by way of work programmes taking into account criteria set

out in this Regulation. Deployments of very high capacity networks can include passive infrastructure, in view of maximising socio-economic as well as environmental benefits. Finally, when prioritising actions, the potential positive spill-overs in terms of connectivity shall be taken into account, for example when a project deployed can improve the business case for future deployments leading to further coverage of territories and population in areas which have remained uncovered so far.

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

- (31) The positive results of the first Blending Call for proposals launched under the current programme in 2017, confirmed the relevance and added value of using EU grants for blending with financing from the European Investment Bank or National Promotional Banks or other development and public financial institutions as well as from private-sector finance institutions and private-sector investors, including through public private partnerships. ***Blending should contribute to attract private investment and to provide leverage of the overall public sector contribution in line with the goals of the Invest EU programme.*** The Programme should therefore continue to ***support actions*** enabling combination between EU grants and other sources of financing. ***In the transport area Blending operations shall not exceed 10% of the dedicated envelopes.***

- (31a) ***In the transport sector, blending operations should primarily be dedicated for projects aiming at the digitalisation of the sector, in particular SESAR and ERTMS, which are expected to have a financial return;***

- (32) The policy objectives of this Programme will be also addressed through financial instruments and budgetary guarantee under the policy window(s) [...] of the InvestEU Fund. The Programme's actions should be used to ***boost investment by addressing*** market failures or sub-optimal investment situations in a proportionate ***and adequate*** manner, ***should not duplicate*** or ***crowd*** out private financing and ***should provide*** a clear European added value.

- (33) In order to favour an integrated development of the innovation cycle, it is necessary to ensure complementarity between the innovative solutions developed in the context of the Union Research and Innovation framework programmes and the innovative solutions deployed with support from the Connecting Europe Facility. For this purpose, synergies with Horizon Europe will ensure that: (a) research and innovation needs in the areas of transport, energy and in the digital sector within the EU are identified and established during Horizon Europe's strategic planning process; (b) the Connecting Europe Facility ***cooperates closely with Horizon Europe for the*** large-scale roll-out and deployment of innovative technologies and solutions in the fields of transport, energy and digital infrastructure, ***and in synergies between those fields***, in particular those resulting from Horizon Europe; (c) the exchange of information and data between Horizon Europe and the Connecting Europe Facility will be facilitated,

for example by highlighting technologies from Horizon Europe with a high market readiness that could be further deployed through the Connecting Europe Facility

- (34) This Regulation lays down a financial envelope for the entire period 2021-2027 which is to constitute the prime reference amount, within the meaning of [reference to be updated as appropriate according to the new inter-institutional agreement: point 17 of the Interinstitutional Agreement of 2 December 2013 between the European Parliament, the Council and the Commission on budgetary discipline, on cooperation in budgetary matters and on sound financial management³¹ for the European Parliament and the Council during the annual budgetary procedure]. ***This financial envelope should be preserved throughout the duration of the programme and should not be subject to any cut or reassignment to other programmes, in order to preserve the initial balance but also the trade-offs and thematic and territorial allocations throughout the programme period.***
- (35) At Union level, the European Semester of economic policy coordination is the framework to identify national reform priorities and monitor their implementation. Member States develop their own national multiannual investment strategies in support of these reform priorities. These strategies should be presented alongside the yearly National Reform Programmes as a way to outline and coordinate priority investment projects to be supported by national and/or Union funding. They should also serve to use Union funding in a coherent manner and to maximise the added value of the financial support to be received notably from the European Regional Development Fund (ERDF) and Cohesion Fund, the European Investment Stabilisation Function, InvestEU and the Connecting Europe Facility, where relevant. Financial support should also be used in a manner consistent with Union and national energy and climate plans where relevant.
- (36) Horizontal financial rules adopted by the European Parliament and the Council on the basis of Article 322 of the Treaty on the Functioning of the European Union apply to this Regulation. These rules are laid down in the Financial Regulation and determine in particular the procedure for establishing and implementing the budget through grants, procurement, prizes, indirect implementation, and provide for checks on the responsibility of financial actors. Rules adopted on the basis of Article 322 TFEU also:
- (a) concern the protection of the Union's budget in case of generalised deficiencies as regards the rule of law in the Member States, as the respect for the rule of law is an essential precondition for sound financial management and effective EU funding, ***as provided for in Regulation XXXXX on the protection of the Union's budget in the case of generalised deficiencies as regards the rule of law in the Member States, and***
 - (b) ***concern measures linking effectiveness of Funds to sound economic governance as provided for in Regulation XXXXX laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, and the European Maritime and Fisheries Fund and financial rules for those and for the Asylum and Migration Fund, the Internal Security Fund and the Border Management and Visa Instrument.***

- (37) The types of financing and the methods of implementation under this Regulation should be chosen on the basis of their ability to achieve the specific objectives of the actions and to deliver results, taking into account, in particular, the costs of controls, the administrative burden, and the expected risk of non-compliance. This should include consideration of the use of lump sums, flat rates and unit costs, as well as financing not linked to costs as referred to in Article 125(1) of the Financial Regulation.
- (38) Third countries which are members of the European Economic Area (EEA) may participate in Union programmes in the framework of the cooperation established under the EEA agreement, which provides for the implementation of the programmes by a decision under that agreement. Third countries may also participate on the basis of other legal instruments. A specific provision should be introduced in this Regulation to grant the necessary rights for and access to the authorizing officer responsible, the European Anti-Fraud Office (OLAF) as well as the European Court of Auditors to comprehensively exert their respective competences.
- (39) The Financial Regulation establishes the rules concerning the award of grants. In order to take into account the specificity of the actions supported by the Programme and to ensure a consistent implementation among the sectors covered by the Programme, it is necessary to provide additional indications as regards eligibility and award criteria. ***In addition, the Commission and/or the executive agencies responsible for implementing the programme are not empowered to create additional obligations not provided for in this Regulation as regards the selection of operations and their financing. Without derogating from the Financial Regulation, the work programmes may provide for simplified procedures, in certain cases where the objectives of the calls for proposals do not have strategic implications.***
- (39a) ***In accordance with the Financial Regulation, selection and award criteria are defined in the work programmes. In the transport sector, the quality and relevance of a project should be assessed also taking into account its expected impact on the EU connectivity, its compliance with accessibility requirements and its strategy as regards future maintenance needs.***
- (40) In accordance with the Financial Regulation, Regulation (EU, Euratom) No 883/2013 of the European Parliament and of the Council¹⁶, Council Regulation (Euratom, EC) No 2988/95¹⁷, Council Regulation (Euratom, EC) No 2185/96¹⁸ and Council Regulation (EU) 2017/193¹⁹, the financial interests of the Union are to be protected through proportionate measures, including the prevention, detection, correction and

¹⁶ Regulation (EU, Euratom) No 883/2013 of the European Parliament and of the Council of 11 September 2013 concerning investigations conducted by the European Anti-Fraud Office (OLAF) and repealing Regulation (EC) No 1073/1999 of the European Parliament and of the Council and Council Regulation (Euratom) No 1074/1999 (OJ L 248, 18.9.2013, p. 1).

¹⁷ Council Regulation (EC, Euratom) No 2988/95 of 18 December 1995 on the protection of the European Communities financial interests (OJ L 312, 23.12.1995, p. 1).

¹⁸ Council Regulation (Euratom, EC) No 2185/96 of 11 November 1996 concerning on-the-spot checks and inspections carried out by the Commission in order to protect the European Communities' financial interests against fraud and other irregularities (OJ L 292, 15.11.1996, p. 2).

¹⁹ Council Regulation (EU) 2017/1939 of 12 October 2017 implementing enhanced cooperation on the establishment of the European Public Prosecutor's Office ('the EPPO') (OJ L283, 31.10.2017, p. 1).

investigation of irregularities and fraud, the recovery of funds lost, wrongly paid or incorrectly used and, where appropriate, the imposition of administrative sanctions. In particular, in accordance with Regulation (EU, Euratom) No 883/2013 and Regulation (Euratom, EC) No 2185/96 the European Anti-Fraud Office (OLAF) may carry out administrative investigations, including on-the-spot checks and inspections, with a view to establishing whether there has been fraud, corruption or any other illegal activity affecting the financial interests of the Union. In accordance with Regulation (EU) 2017/1939, the European Public Prosecutor's Office (EPPO) may investigate and prosecute fraud and other criminal offences affecting the financial interests of the Union as provided for in Directive (EU) 2017/1371 of the European Parliament and of the Council²⁰. In accordance with the Financial Regulation, any person or entity receiving Union funds is to fully cooperate in the protection of the Union's financial interests, to grant the necessary rights and access to the Commission, OLAF, the European Public Prosecutor's Office (EPPO) and the European Court of Auditors (ECA) and to ensure that any third parties involved in the implementation of Union funds grant equivalent rights.

- (40a) *Successful implementation of the Programme is highly dependent on the level of cooperation between the entities participating in a common project. Therefore, the establishment of a joint venture structure should be encouraged, including through a higher level of co-financing.***
- (41) Pursuant to [reference to be updated as appropriate according to the new decision on OCTs: Article 94 of Council Decision 2013/755/EU²¹] persons and entities established in overseas countries and Territories (OCTs) are eligible for funding subject to the rules and objectives of the Programme and possible arrangements applicable to the Member State to which the relevant overseas country or territory is linked.
- (42) The Union should seek coherence and synergies with the Union programmes for external policies, including pre-accession assistance following the engagements taken in the context of the Communication "A credible enlargement perspective for and enhanced EU engagement with the Western Balkans"²².
- (43) When third countries or entities established in third countries participate in actions contributing to projects of common interest or to cross-border projects in the field of renewable energy, financial assistance should only be available if it is indispensable to the achievement of the objectives of these projects.
- (43a) *In accordance with Article 85 of Directive 2014/25/EU, and in the case of third countries with which the Union has not concluded a multilateral or bilateral agreement ensuring comparable and effective access for Union undertakings to the procurement markets of those third countries, any tender submitted for the award of a public supply contract for a project co-financed by the CEF may be rejected where the proportion of the products originating in third countries exceeds 50 % of the total value of the products constituting that tender.***

²⁰ Directive (EU) 2017/1371 of the European Parliament and of the Council of 5 July 2017 on the fight against fraud to the Union's financial interests by means of criminal law (OJ L 198, 28.7.2017, p. 29).

²¹ OJ L 344, 19.12.2013, p. 1.

²² COM(2018)0065.

- (44) Pursuant to paragraph 22 and 23 of the Inter-institutional agreement for Better Law-Making of 13 April 2016²³, there is a need to evaluate this Programme on the basis of information collected through specific monitoring requirements, *such as on climate proofing*, while avoiding overregulation and administrative burdens, in particular on Member States. Evaluations should be carried out by the Commission and communicated to the European Parliament, the Council, the European Economic and Social Committee and the Committee of Regions in order to assess the effectiveness and efficiency of the funding and its impact on the overall goals of the Programme *and make any adjustments necessary*.
- (45) *Transparent, accountable and* adequate monitoring and reporting measures including *measurable* indicators should be implemented in order to *assess and* report *on* the progress of the Programme towards the achievement of the general and specific objectives set out in this Regulation, *as well as to promote its achievements*. This performance reporting system should ensure that data for monitoring *the* implementation of the Programme and its results *are suitable for an in-depth analysis of the progress achieved and of the difficulties encountered along the core network corridors and that those data and results* are collected efficiently, effectively and in a timely manner. It is necessary to impose proportionate reporting requirements on recipients of Union funds in order to collect relevant data for the Programme.
- (45a) *The Programme should be implemented through work programmes. The Commission should prepare by the end of March 2021 a Framework Programme that will include the foreseen time table of the work programmes, calls, their topics and allocated financing and other necessary details necessary to provide transparency and predictability for all period of the Programme and to enhance the quality of the projects.*
- (45a) *A comprehensive evaluation of the Programme should be carried out to guarantee consistency of the ■ Programme investment priorities ■ with the Union's climate change commitments;*
- (46) In order to *supplement* this Regulation, *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 the* adoption of work programmes *and the Framework Programme. ■*
- (47) In order to adapt, where necessary, the indicators used for the monitoring of the Programme, ■ and the definition of the transport core network corridors, 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 amendments to Parts I, II and III of the Annex to this Regulation and *military requirements, to establish or amend the list of the parts of the trans-European transport network suitable for military transport, to establish or amend the list of priority projects dual use infrastructure and the assessment procedure regarding the eligibility of the actions connected with military mobility*. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including

²³ Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making of 13 April 2016 (OJ L 123, 12.5.2016, p. 1).

at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

- (48) Regulations (EU) No 1316/2013 and (EU) No 283/2014 should, for reasons of clarity, be repealed. However, the effects of Article 29 of Regulation (EU) No 1316/2013, which amends the Annex to Regulation (EU) No 913/2010 of the European Parliament and of the Council²⁴ as regards the list of freight corridors, should be preserved.
- (49) In order to allow for the timely adoption of the implementing acts provided for by this Regulation, it is necessary that it enters into force immediately upon its publication,

HAVE ADOPTED THIS REGULATION:

CHAPTER I

GENERAL PROVISIONS

Article 1 *Subject matter*

This Regulation establishes the Connecting Europe Facility (the 'Programme').

It lays down the objectives of the Programme, the budget for the period 2021-2027, the forms of Union funding and the rules for providing such funding.

Article 2 *Definitions*

For the purposes of this Regulation, the following definitions shall apply:

- (a) "action" means any activity which has been identified as financially and technically independent, has a set time-frame and is necessary for the implementation of a project;
- (b) "alternative fuels" means alternative fuels *for all modes of transport* as defined in Article 2(1) of Directive 2014/94/EU;
- (c) "associated country" means a third country which is party to an agreement with the Union allowing for its participation in the Programme in accordance with Article 5;

²⁴ Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight (OJ L 276, 20.10.2010, p. 22).

- (ca) ***“beneficiary” means any entity that has been selected to receive Union financial assistance under the eligibility criteria set under Article 11 of this Regulation and in accordance with Article [197] of the Financial Regulation;***
- (d) 'Blending operation' means actions supported by the EU budget, including within blending facilities pursuant to Article [2(6)] of the Regulation (EU, Euratom) 2018/XXX (the ‘Financial Regulation’), combining non-repayable forms of support and/or financial instruments and/or budgetary guarantees from the EU budget with repayable forms of support from development or other public finance institutions, as well as from commercial finance institutions and investors;
- (da) ***“bottleneck” means a physical, technical or functional barrier which leads to a system break affecting the continuity of long-distance or cross-border flows and which can be surmounted by creating new infrastructure, or substantially upgrading existing infrastructure, that could bring significant improvements which will solve the bottleneck constraints;***
- (e) "comprehensive network" means the transport infrastructure identified in accordance with Chapter II of Regulation (EU) No 1315/2013;
- (f) "core network" means the transport infrastructure identified in accordance with Chapter III of Regulation (EU) No 1315/2013;
- (g) "core network corridors" means an instrument to facilitate the coordinated implementation of the core network as provided for in Chapter IV of Regulation (EU) No 1315/2013 and listed in Part III of the Annex to this Regulation;
- (ga) ***“cross-border link”, in the field of transport infrastructure means projects covering a rail, road, inland waterway or maritime section between Member States or a Member State and a third country, or a project, in any mode of transport, carried out in one Member State that demonstrates a high cross-border impact by enhancing cross-border flows between two Member States;***
- (h) "cross-border project in the field of renewable energy" means a project selected or eligible to be selected under a cooperation agreement or any other kind of arrangements between Member States or arrangements between Member States and third countries as defined in [Articles **■ 9 or 11** of] ***Directive (EU) 2018/... of the European Parliament and of the Council ¹⁾***.in the planning or deployment of renewable energy, in accordance with the criteria set out in Part IV of the Annex to this Regulation;
- (ha) ***“energy efficiency first” means taking utmost account, in energy planning, policy and investment decisions, of alternative cost-efficient energy efficiency measures to make energy demand and energy supply more efficient, in particular by means of cost-effective energy enduse savings, demand-side response initiatives and more***

⁺ OJ: Please insert in the text the number of the Regulation contained in document PE-CONS 55/18 (2016/0375(COD)) and insert the number, date, title and OJ reference of that Directive in the footnote.

[1] OJ ...

⁺ OJ please insert title, number and OJ reference of COD 2016/0382 (renewable energy).

efficient conversion, transmission and distribution of energy, whilst still achieving the objectives of the respective decisions;

- (i) "digital connectivity infrastructure" means very high capacity networks, 5G systems, very high quality local wireless connectivity, backbone networks, as well as operational digital platforms directly associated with transport and energy infrastructure;
- (j) "5G systems" means a set of digital infrastructure elements based on globally agreed standards for mobile and wireless communications technology used for connectivity and value-added services with advanced performance characteristics such as very high data rates and capacity, low latency, high reliability, or supporting a high number of connected devices.
- (k) "5G corridor" means a transport path, road, railway ***or inland waterway***, fully covered with digital connectivity infrastructure and in particular 5G systems, enabling the uninterrupted provision of synergy digital services such as connected and automated mobility■, similar smart mobility services for railways ***or digital connectivity on inlandwaterways***;
- (ka) ***"missing link" is an all modes transport section of a TEN-T corridor or a transport section that is providing the connection of core or comprehensive networks with the TEN-T corridors which is missing or containing one or more bottleneck affecting the continuity of the TEN-T corridor;***
- (l) "operational digital platforms directly associated with transport and energy infrastructure" means physical and virtual information communication technology ("ICT") resources, operating on top of the communication infrastructure, which support the flow, storage, processing and analysis of transport and/or energy infrastructure data;
- (m) "project of common interest" means a project identified in Regulation (EU) No 1315/2013 or Regulation (EU) No 347/2013 or in Article 8 of this Regulation;
- (n) "studies" means activities needed to prepare project implementation, such as preparatory, mapping, feasibility, evaluation, testing and validation studies, including in the form of software, and any other technical support measure, including prior action to define and develop a project and decide on its financing, such as reconnaissance of the sites concerned and preparation of the financial package;
- (o) "socio-economic drivers" means entities which by their mission, nature or location can directly or indirectly generate important socio-economic benefits to citizens, business and local communities located in their surrounding territory ***or in their area of influence***;
- (p) "third country" means a country that is not member of the European Union;
- (q) "very high capacity networks" means very high capacity networks as defined in Article [2 (2)] of Directive (EU) 2018/XXX [the European Electronic Communications Code]

- (r) "works" means the purchase, supply and deployment of components, systems and services including software, the carrying-out of development and construction and installation activities relating to a project, the acceptance of installations and the launching of a project.
- (ra) ***“infrastructure for civilian-defence dual-use” means infrastructure used mainly for civilian purposes but which is also of strategic importance for defence and crisis management purposes and that could be adapted to civilian-military dual-use needs.***

Article 3 Objectives

1. The Programme has the general objective to ***build***, develop and modernise the trans-European networks in the fields of transport, energy and digital and to facilitate cross-border cooperation in the field of renewable energy, ***in order to contribute to increasing European competitiveness, access to internal market, to smart, sustainable and inclusive growth, and to consolidate territorial, social and economic cohesion, contributing to*** the long-term decarbonisation commitments and with emphasis on synergies among ***transport, energy and digital*** sectors ***to the full***.
2. The Programme has the following specific objectives:
 - (a) In the transport sector:
 - (i) to contribute to the development of projects of common interest relating to efficient, interconnected, ***interoperable and multimodal*** networks and infrastructure for smart, sustainable, inclusive, ***accessible***, safe and secure mobility ***and European transport area***;
 - (ii) to adapt the ***parts of the trans-European transport network suitable for military transport to dual (civilian and defence)*** mobility needs;
 - (b) In the energy sector, to contribute to the development of projects of common interest relating to further integration of ***an efficient and competitive*** internal energy market, interoperability of networks across borders and sectors, facilitating decarbonisation ***of the economy, and*** ensuring security of supply ***and EU energy independence***, and to facilitate cross-border cooperation in the area of ***energy, including*** renewable energy, ***and to stimulate energy efficiency***;
 - (c) In the digital sector, to contribute to ***the development of projects of common interest relating to*** the deployment of ***safe and secure*** very high capacity digital networks and 5G systems, to the increased resilience and capacity of digital backbone networks on EU territories by linking them to neighbouring territories, as well to the digitalisation of transport and energy network

Article 4
Budget

1. The financial envelope for the implementation of the Programme for the period 2021-2027 is set at **EUR 43,850,768,000 in constant prices (EUR XXX in current prices)** .
2. The distribution of this amount shall be as follows:
 - (a) **EUR 33,513,524,000 in constant prices (EUR XXX in current prices)** for the specific objectives referred to in Article 3(2)(a), of which:
 - (i) **EUR 17,746,000,000 in constant prices (EUR XXX in current prices)** from the European Strategic Investment cluster;
 - (ii) **EUR 10,000,000,000 in constant prices (EUR 11,285,493,000 in current prices)** transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in Member States eligible for funding from the Cohesion Fund;
 - (iii) **EUR 5,767,524,000 in constant prices (EUR 6,500,000,000 in current prices)** from the **heading Security and Defence** for the specific objective referred to in Article 3(2)(a)(ii);
 - (b) **EUR 7,675,244,000 in constant prices (EUR 8,650,000,000 in current prices)** for the specific objectives referred to in Article 3(2)(b), out of which up to **15%** for the cross-border projects in the field of renewable energy
 - (c) **EUR 2,662,000,000 in constant prices (EUR 3,000,000,000 in current prices)** for the specific objectives referred to in Article 3(2)(c).
3. The Commission shall not depart from the amount referred to in subparagraph 2 (a) (ii).
4. **Up to 3 % of** the amount referred to in paragraph 1 may be used *also* for technical and administrative assistance for the implementation of the Programme and the sector-specific guidelines, such as preparatory, monitoring, control, audit and evaluation activities including corporate information and technology systems. This amount may also be used to finance accompanying measures to support the preparation of projects.
5. Budgetary commitments for actions extending over more than one financial year may be broken down over several years into annual instalments.
6. Without prejudice to the Financial Regulation, expenditure for actions resulting from projects included in the first work programme may be eligible as from 1 January 2021.
7. The amount transferred from the Cohesion Fund shall be implemented in accordance with this Regulation, subject to paragraph 8 and without prejudice to Article 14(2)(b).

8. As regards the amounts transferred from the Cohesion Fund, **until 31 December 2022**, the selection of projects eligible for financing shall respect the national allocations under the Cohesion Fund **As of 1 January 2023**, resources transferred to the Programme which have not been committed to a transport infrastructure project shall be made available, **on a competitive basis**, to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation.
9. Resources allocated to **a Member State** under shared management may, at **its** request, **and in accordance with the relevant managing Authority** be transferred to the Programme, **in order for them to be used as part of a blending operation or synergy with other Union programmes action included in a proposal submitted by the Member State concerned and declared eligible by the Commission under a work programme procedure**. The Commission shall implement those resources directly in accordance with [point (a) of Article 62(1)] of the Financial Regulation or indirectly in accordance with point (c) of that Article.

Article 5

Third countries associated to the Programme

1. The Programme shall be open to the following third countries:
- (a) European Free Trade Association (EFTA) members which are members of the European Economic Area (EEA), in accordance with the conditions laid down in the EEA agreement;
 - (b) acceding countries, candidates and potential candidates, in accordance with the general principles and general terms and conditions for their participation in Union programmes established in the respective framework agreements and association council decisions, or similar agreements, and in accordance with the specific conditions laid down in agreements between the Union and them;
 - (c) countries covered by the European Neighbourhood Policy, in accordance with the general principles and general terms and conditions for the participation of those countries in Union programmes established in the respective framework agreements and association council decisions, or similar agreements, and in accordance with the specific conditions laid down in agreements between the Union and those countries;
 - (d) other third countries, in accordance with the conditions laid down in a specific agreement covering the participation of the third country to any Union programme, provided that the agreement:
 - ensures a fair balance as regards the contributions and benefits of the third country participating in the Union programmes;
 - lays down the conditions of participation in the programmes, including the calculation of financial contributions to individual programmes and

their administrative costs. These contributions shall constitute assigned revenues in accordance with Article [21(5)] of the Financial Regulation;

- does not confer to the third country a decisional power on the programme;
- guarantees the rights of the Union to ensure sound financial management and to protect its financial interests.
- ***provide reciprocity in accessing similar programmes in the third country, especially public procurement.***

2. The third countries referred to in paragraph 1, and entities established in these countries, may not receive financial assistance under this Regulation except where it is indispensable to the achievement of the objectives of a given project of common interest and under the conditions set in the work programmes referred to in Article 19 ***and according to the provisions set by Article 8 of the Regulation (EU) n. 1315/2013.***

Article 6

Implementation and forms of EU funding

1. The Programme shall be implemented in direct management in accordance with the Financial Regulation or, in indirect management with bodies referred to in Article [61(1)(c)] of the Financial Regulation.
2. The Programme may provide funding in the forms ***of grants and procurement as laid down in the Financial Regulation***. ***Funding provided by the Programme may be used*** within blending operations ***including with funds as provided in Article 3(2)(a) of the InvestEU Regulation. In the transport sector, blending operations shall not exceed 10 % of the dedicated envelope and shall be primarily intended for horizontal priorities as listed in Annex – part III – point -I(new).*** Blending operations decided under this Programme shall be implemented in accordance with the InvestEU Regulation and Title X of the Financial Regulation.
3. The Commission may delegate power to implement part of the Programme to executive agencies in accordance with Article [69] of the Financial Regulation with a view to the optimum management and efficiency requirements of the Programme in the transport, energy and digital sectors.
4. Contributions to a mutual insurance mechanism may cover the risk associated with the recovery of funds due by recipients and shall be considered a sufficient guarantee under the Financial Regulation. The provisions laid down in [Article X of] Regulation XXX [successor of the Regulation on the Guarantee Fund] shall apply.

Article 6a

Adaptation of TEN-T networks to civilian-defence dual-use

- 1. Projects of common interest shall contribute to the adaptation of the TEN-T networks as defined by Regulation 1315/2013, with the purpose of enabling a civilian-defence dual use of infrastructure, in accordance with the dual (civilian and defence) mobility requirements, hereafter “dual mobility requirements”, and priority dual-use infrastructure projects identified in paragraph 2 of this Article.**
- 2. By 31 December 2019, the Commission shall adopt delegated acts in accordance with Article 24 of this Regulation in order to further specify the dual mobility requirements, list the parts of the trans-European transport network suitable for military transport, list priority dual-use infrastructure projects and the assessments procedure regarding the eligibility of the actions connected with civilian-defence dual-use of infrastructure. The specification of the priority projects shall reflect on the situation of Member States in the East and in the South of the Union.**
- 3. Studies with the aim of developing and identifying projects of common interest of parts of the trans-European transport network suitable for military transport, which will be always based on existing TEN-T feasibility studies, projects and implementation, shall include also the actions necessary to comply with dual mobility requirements validated by the Council and the priority dual-use civilian-defence infrastructure projects.**

All proposed projects shall include measurable actions to integrate the dual mobility requirements validated by the Council.

Proposals including only actions connected with military mobility shall be eligible only when adding to an existing civil infrastructure.

All actions connected with compliance with dual mobility requirements shall be financed from the funds provided in Article 4 (2)(a)(iii) and shall enable civilian-defence dual-use of infrastructure.

- 4. By December 31, 2025 the Commission shall perform an evaluation of the amount already spent and the spending perspective of the amount specified in Article 4(2)(a)(iii). Depending on the result of this evaluation, the Commission shall decide to transfer the money that has not been committed from Article 4(2)(a)(iii) to Article 4(2)(a)(i).**

Article 6b

Cross-border projects in the field of transport

- 1. Member States, regional authorities or other entities participating in a cross-border transport project may set up a joint body (one stop shop) for project management. These joint bodies shall have extensive coordinating powers, with EU rules prevailing, facilitating the management of all environmental impact assessments and planning and building permits.**

2. *In order to address difficulties in coordinating procedures for the concession of cross-border TEN-T infrastructure projects, European coordinators shall monitor the coordination of the projects and propose procedures to facilitate their synchronisation and completion.*
3. *Given the need to ensure coordination and cooperation between the Member States through the designated single competent authority, as well as the need to set joint deadlines for the granting of cross-border permits and the launching of public procurement for joint cross-border projects, the requisite measures shall be in accordance with the Regulation of the European Parliament and of the Council on streamlining measures for advancing the realisation of the trans-European transport network (COM (2018) 277).*

Article 7

Cross-border projects in the field of renewable energy

- 1 Cross-border projects in the field of renewable energy shall *contribute to decarbonisation, completing the internal energy market and enhancing the security of supply*, shall involve at least two Member States, and shall be included in a cooperation agreement or any other kind of arrangement between Member States, *including, where appropriate at a regional level*, or arrangements between Member States and third countries as set out in Articles **9 or 11** of Directive (EU) 2018/... *of the European Parliament and of the Council*¹⁺. These projects shall be identified in accordance with the *general* criteria and **process** laid down in Part IV of the Annex to this Regulation.
2. By 31 December 2019, the Commission shall adopt *a* delegated act in accordance with Article 23(d) of this Regulation to further specify, *without prejudice to the award criteria laid down in Article 13*, the *specific* selection criteria and lay down details of the selection process of the projects and shall publish the methodologies for assessing the contribution of the projects to the general criteria and for assessing the **cost-benefit analysis** specified in Part IV of the Annex.
3. Studies aiming at the development and identification of cross-border projects in the field of renewable energy shall be eligible for funding under this Regulation.
4. Cross-border projects in the field of renewable energy shall be eligible for Union funding for works if they meet the following additional criteria:
 - (a) the project specific cost-benefit analysis pursuant to point 3 of Part IV of the Annex *shall be compulsory for all supported projects, shall be performed in a transparent, comprehensive and complete manner and shall provide* evidence concerning the existence of significant cost savings and/or benefits in terms of *sustainability*, system integration, security of supply or innovation, and;
 - (b) the applicant demonstrates, that the project would not materialise in the absence of the grant, or that the project cannot be commercially viable in the

⁺ OJ please insert title, number and OJ reference of COD 2016/0382 (renewable energy).

absence of the grant. This analysis shall take into account any revenues resulting from support schemes.

5. The amount of the grant for works shall be proportionate to the cost savings and/or benefits referred to in point 2 (b) of Part IV of the Annex ■, shall not exceed the amount required to ensure that the project materialises or becomes commercially viable ***and shall respect the provisions of Article 14(3).***

Article 8

Projects of common interest in the area of digital connectivity infrastructure

1. Projects of common interest in the area of digital connectivity infrastructure ■ ***are those projects that make a significant contribution:***
 - (a) ***to completing the European Digital Single Market***
 - (b) ***to the Union's strategic connectivity objectives and***
 - (c) ***provide the underlying network infrastructure supporting the digital transformation of the economy and society.***
- 1a. ***Projects of common interest in the area of digital connectivity infrastructure shall comply with the criteria below:***
 - (a) ***contribute to the specific objective provided for in point (c) of Article 3(2);***
 - (b) ***deploy the best available technology while proposing the best balance in terms of data flow capacity, transmission security, network resilience, cyber security and cost efficiency.***
2. Studies aiming at the development and identification of projects of common interest in the area of digital connectivity infrastructure shall be eligible for funding under this Regulation.
3. Without prejudice to the award criteria laid down in Article 13, priority for funding shall be determined taking into account the following criteria:
 - (a) actions contributing to access to very high capacity networks capable of providing Gigabit connectivity, ***including 5G or other state-of-the-art mobile connectivity***, for socio-economic drivers shall be prioritised. ***The Union's global competitiveness and capacity to absorb investment are*** taking into account ***in addition to*** ■ the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential positive spill-overs in terms of connectivity, in accordance with Part V of the Annex;
 - (b) actions contributing to the provision of very high-quality local wireless connectivity in local communities, in accordance with Part V of the Annex;

- (c) with regard to actions contributing to the deployment of 5G systems, priority shall be given to deployment of 5G corridors along major terrestrial transport paths, including the trans-European transport networks **and to socio-economic hubs**. The extent to which the action contributes to ensuring coverage along major transport paths enabling the uninterrupted provision of synergy digital services, while maximising potential positive spill-overs for territories and population in the vicinity of the project deployment area shall also be taken into account. An indicative list of projects that could benefit from support is included in Part V of the Annex;
- (d) projects aiming at the deployment of cross-border **very high capacity** and backbone networks linking the Union to third countries and reinforcing links within the Union territory, including with submarine cables, shall be prioritised according to the extent to which they significantly contribute to increasing the resilience and capacity of electronic communications networks in Union territory;
- (e) with regard to coverage with very high capacity networks, priority shall be given to actions contributing to coverage of territories and population, in inverse proportion to the intensity of the grant support that would be required to allow the project to be implemented, relative to the applicable maximum co-financing rates laid down in Article 14. The extent to which the action contributes to ensuring comprehensive coverage of the territory and population within a certain project deployment area, while maximising potential positive spill-overs for territories and population in the vicinity of the project deployment area shall also be taken into account.
- (f) with regard to projects deploying operational digital platforms, priority shall be given to actions based on state-of-the-art technologies, taking into account aspects such as interoperability, cybersecurity, data privacy and re-use.
- (g) **Article 8a**

Awarding public contracts


1. ***When awarding contracts with the support of the Programme, beneficiaries should not base the award of contracts solely on the tender offering best value for money, but should also take a cost-effectiveness approach into account, focusing on qualitative, social and environmental data.***
2. ***In accordance with Article 85 of Directive 2014/25/EU on procurement by entities operating in the water, energy, transport and postal services sectors, beneficiaries may reject any tender submitted for the award of a supply contract where the proportion of the products originating in third countries exceeds 50% of the total value of the products constituting the tender, provided that the Union has not concluded an agreement guaranteeing Union enterprises comparable and effective access to those countries' public contracts.***

CHAPTER II

ELIGIBILITY

Article 9

Eligible actions

1. Only actions contributing to the achievement of the objectives referred to in Article 3 ***and which have been subject to climate proofing*** are eligible for funding. Such actions include in particular studies, works and other accompanying measures necessary for the management and implementation of the Programme and the sector-specific guidelines. ***Studies are eligible only when relating to projects eligible under this Programme and included in a call for proposal under work programmes. The selection of operations and their funding under this Regulation may not be subject to any additional obligation not laid down herein.***
2. In the transport sector, the following actions shall be eligible to receive Union financial assistance under this Regulation:
 - (a) Actions relating to efficient , interconnected, ***interoperable and multimodal*** networks:
 - (i) actions implementing the core network in accordance with Chapter III of Regulation (EU) No 1315/2013, including actions relating to urban nodes, ***rail interoperability, multimodal logistics platforms, airports, maritime and inland waterways ports, inland water ways navigability, hinterland ports and rail-road terminals of the core network as defined at Annex II to Regulation (EU) No 1315/2013, mainly the actions listed in Part III, heading 1 of the Annex to this Regulation, as well as interconnection between networks.*** Actions implementing the core network may include related elements located on the comprehensive network when necessary to optimize the investment and according to modalities specified in the work programmes referred to in ***Article 19*** of this Regulation;
 - (ii) actions implementing ***and stimulating*** cross-border links of the comprehensive network in accordance with Chapter II of Regulation (EU) No 1315/2013, notably the sections listed in Part III (2) of the Annex to this Regulation;
 - (iia) ***measures for the harmonisation of cross-border and customs regulations and for administrative and legislative procedures (with the aim of establishing a pan-EU regulatory framework for dual (civilian and defence mobility);***
 - (iia) ***actions to re-establish missing regional cross-border rail connections that were abandoned or dismantled;***

- (iii) actions implementing sections of the comprehensive network located in outermost regions in accordance with Chapter II of Regulation (EU) No 1315/2013, including actions relating to the relevant urban nodes, ***airports, multimodal logistics platforms***, maritime ports, inland ports and rail-road terminals of the comprehensive network as defined at Annex II to Regulation (EU) No 1315/2013;
- (iv) actions supporting projects of common interest in order to connect the trans-European network with infrastructure networks of neighbouring countries as defined in Article 8(1) of Regulation (EU) No 1315/2013;
- (b) Actions relating to smart, ***interoperable***, sustainable, ***multimodal***, inclusive, ***accessible***, safe and secure mobility:
 - (i) actions supporting motorways of the sea as provided for in Article 21 of Regulation (EU) No 1315/2013 ***with a focus on cross-border short sea shipping***;
 - (ii) actions supporting telematic applications systems, ***inter alia ERTMS and SESAR projects***, including for safety purposes, in accordance with Article 31 of Regulation (EU) No 1315/2013;
 - (iii) actions supporting freight transport services in accordance with Article 32 of Regulation (EU) No 1315/2013;
 - (iv) actions supporting new technologies and innovation, including automation, enhanced transport services, modal integration and alternative fuels infrastructure ***for all modes of transport, and decarbonisation of the transport sector***, in accordance with Article 33 of Regulation (EU) No 1315/2013;
 - (v) actions to remove interoperability barriers ***notably in urban nodes as defined in Article 30 of Regulation (EU) No 1315/2013 and*** notably when delivering corridor/network effects;
 - (vi) actions implementing safe and secure infrastructure and mobility, including road safety, in accordance with Article 34 of Regulation (EU) No 1315/2013;
 - (vii) actions improving transport infrastructure resilience to climate change and natural disasters;
 - (viii) actions improving transport infrastructure accessibility for all ***means of transport and all*** users ***especially users with reduced mobility***, in accordance with Article 37 of Regulation (EU) No 1315/2013;
 - (ix) actions improving transport infrastructure accessibility and availability for security and civil protection purposes;
- (ix a) actions to reduce rail freight noise.***

- (c) Under the specific objective referred to in Article 3(2)(a)(ii)) **and in accordance with Article 6a:**
 - (i) specific activities within an action, supporting **parts, new or existing, of the trans-European transport network suitable for military transport**, in order to adapt it to **dual** mobility requirements with the purpose of enabling a civilian-military dual-use of the infrastructure;
 - (ia) **actions improving transport infrastructure accessibility and availability for security and civil protection purposes;**
 - (ib) **actions increasing the resilience against cyber security threats.**
- 3. In the energy sector, the following actions shall be eligible to receive Union financial assistance under this Regulation:
 - (a) actions relating to projects of common interest as set out at Article 14 of Regulation (EU) No 347/2013;
 - (b) actions supporting cross-border projects in the field of renewable energy, including their conception, as defined in Part IV of the Annex to this Regulation, subject to the fulfilment of the conditions laid down in Article 7 of this Regulation.
- 4. In the digital sector, the following actions shall be eligible to receive Union financial assistance under this Regulation:
 - (a) actions supporting Gigabit **and 5G** connectivity of socio-economic drivers;
 - (b) actions supporting the provision of very high-quality local wireless connectivity in local communities that is free of charge and without discriminatory conditions;
 - (c) actions implementing uninterrupted coverage with 5G systems of all major terrestrial transport paths, including the trans-European transport networks;
 - (d) actions supporting deployment **and integration of new or existing** backbone networks including with submarine cables, across Member States and between the Union and third countries;
 - (e) actions supporting access of European households to very high capacity networks **and implementing the EU strategic connectivity targets;**
 - (f) actions implementing digital connectivity infrastructure requirements related to cross-border projects in the areas of transport or energy and/or supporting operational digital platforms directly associated to transport or energy infrastructures.

An indicative list of eligible projects in the digital sector is provided for in Part V of the Annex.

Article 10
Synergies between the transport, energy and digital sectors

1. Actions contributing *simultaneously* to the achievement of one or more objectives of at least two sectors, as provided for in Article 3(2)(a), (b) and (c) shall be eligible to receive Union financial assistance under this Regulation *and to benefit from a higher co-funding rate, in accordance with Article 14*. Such actions shall be implemented through work programmes addressing at least two sectors including specific award criteria and financed with budget contributions from the sectors involved.
2. Within each of the transport, energy or digital sectors, actions eligible in accordance with Article 9 may include *synergetic* elements *relating with any of the other sectors, which are not related* to eligible actions as provided for in Article 9(2), (3) or (4) respectively, provided that they comply with all of the following requirements:
 - (a) the cost of these *synergetic* elements does not exceed 20% of the total eligible costs of the action; and
 - (b) these *synergetic* elements relate to the transport, energy or digital sector; and
 - (c) these *synergetic* elements allow to significantly improve the socio-economic, climate or environmental benefits of the action.

Article 11
Eligible entities

1. The eligibility criteria set out in this Article shall apply in addition to the criteria set out in Article [197] of the Financial Regulation.
2. The following entities are eligible:
 - (a) legal entities established in a Member State *including joint ventures*;
 - (b) legal entities established in a third country associated to the Programme;
 - (c) legal entities created under Union law and international organisations where provided for in the work programmes.
3. Natural persons are not eligible.
4. Legal entities established in a third country which is not associated to the Programme are exceptionally eligible to receive support under the Programme where this is indispensable for the achievement of the objectives of a given project of common interest *in the field of transport, energy and digital* or of a cross-border project in the field of renewable energy.

5. The work programmes referred to in Article 19 may provide that only proposals submitted by one or more Member States or *by joint undertakings, or, in consultation* with the [] Member States concerned, by *regional or local authorities, or* international organisations, [] or public or private undertakings or bodies are eligible.

CHAPTER III

GRANTS

Article 12

Grants

Grants under the Programme shall be awarded and managed in accordance with Title [VIII] of the Financial Regulation.

Article 13

Award criteria

1. The award criteria shall be defined in the work programmes referred to in Article 19 and in the calls for proposals, *and shall include* [], to the extent applicable, the following elements:
- (a) economic, social and environmental impact (benefits and costs), *including soundness, comprehensiveness and transparency of the analysis;*
 - (aa) *compliance with provisions of Articles 82 and 85 of Directive 2014/25/EU;*
 - (b) innovation, safety, *digitalisation*, interoperability and accessibility aspects;
 - (c) cross-border dimension *and interconnection dimension;*
 - (ca) *connectivity and territorial accessibility, including for outermost regions and islands;*
 - (cb) *European added value;*
 - (d) synergies between the transport, energy and digital sectors;
 - (e) maturity of the action in the project development;
 - (ea) *life cycle of projects and soundness of the maintenance strategy proposed for the completed project;*
 - (f) soundness of the implementation plan proposed;

- (g) catalytic effect of Union financial assistance on investment;
 - (h) need to overcome financial obstacles such as insufficient commercial viability, **high upfront costs** or the lack of market finance;
 - (ha) **contribution to the integration of dual (civilian and defence) mobility requirements;**
 - (hb) **accessibility to persons with reduced mobility;**
 - (i) **■ contribution to the** Union and national energy and climate plans;
 - (ia) **decarbonisation achieved by projects;**
 - (ib) **contribution to the energy efficiency first principle;**
2. The assessment of proposals against the award criteria shall take into account, where relevant, the resilience to the adverse impacts of climate change through a climate vulnerability and risk assessment including the relevant adaptation measures.
 3. The assessment of proposals against the award criteria shall ensure that where relevant, as specified in the work programmes, actions supported by the Programme that include Positioning, Navigation and Timing (PNT) technology are technically compatible with EGNOS/Galileo and Copernicus.
 4. In the transport sector, the assessment of proposals against the award criteria referred to in paragraph 1 shall, where applicable, ensure that proposed actions are consistent with the corridor work plans and implementing acts pursuant to Article 47 of Regulation (EU) No 1315/2013 and take into account the opinion of the responsible European Coordinator pursuant to Article 45 (8) thereof. ***The assessment shall also evaluate whether the implementation of actions financed by the CEF risks causing disruption to freight and passenger flows on the section of the line concerned by the project and eventually offer solutions.***
 5. As regards actions relating to cross-border projects in the field of renewable energy, the award criteria defined in the work programmes and the calls for proposals shall take into account the conditions laid down in paragraph 4 of Article 7.
 6. As regards actions relating to digital connectivity projects of common interest, the award criteria defined in the work programmes and the calls for proposals shall take into account the conditions laid down in paragraph 3 of Article 8.

Article 14 *Co-financing rates*

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

2. For works in the transport sector, the following maximum co-financing rates shall apply:
- (a) for works relating to the specific objectives referred to in Article 3 (2) (a), the amount of Union financial assistance shall not exceed 30 % of the total eligible cost. The co-financing rates may be increased to a maximum of 50 % for actions relating to cross-border links ***involving any transport mode*** under the conditions specified in point (c) of this paragraph, for actions supporting telematic applications systems, ***for actions supporting inland waterways, railway or Motorways of the Sea***, for actions supporting new technologies and innovation, for actions supporting improvements of infrastructure safety in line with relevant Union legislation and for actions located in outermost regions ***and for actions supporting improvements to territorial accessibility and to connectivity. For works in outermost regions the co-financing rates shall be set to a maximum of 85%;***
 - (b) as regards the amounts transferred from the Cohesion Fund, the maximum co-financing rates shall be those applicable to the Cohesion Fund as referred to in the Regulation (EU) XXX [CPR]. These co-financing rates may be increased to a maximum of 85% for actions relating to cross-border ***and missing*** links under the conditions specified in point (c) of this paragraph ***and actions relating to the improvement of territorial connectivity and accessibility;***
 - (c) as regards actions relating to cross-border links, the increased maximum co-financing rates as provided for in points (a) and (b) may only apply to actions that demonstrate a particularly high degree of integration in the planning and implementation of the action for the purpose of the award criterion referred to in Article 13(1)(c) ***or 13(1)(ca)***, notably through the establishment of a single project company, a joint governance structure and a bilateral legal framework or implementing act pursuant to Article 47 of Regulation (EU) No 1315/2013 ***or through a written agreement between the Member States or regional authorities concerned; in addition, the co-financing rate applicable to projects carried out by a joint venture, in accordance with point (a) of Article 11(2), may be increased by 10%; the co-financing rate shall not be higher than 90% of the total eligible cost;***
 - (ca) ***as regards actions relating to the specific objective referred to in Article 3 (2) (a) (ii) the co-financing rates may be increased to a maximum of 85% for actions relating to cross-border links under the conditions specified in point (c) of this paragraph.***
3. For works in the energy sector, the following maximum co-financing rates shall apply:
- (a) for works relating to the specific objectives referred to in Article 3 (2) (b), the amount of Union financial assistance shall not exceed 50 % of the total eligible cost ***for works in outermost regions the co-financing rates shall be to a maximum of 85%;***

- (b) The co-financing rates may be increased to a maximum of 75 % for actions contributing to the development of projects of common interest which ***have a significant impact on reducing CO2 emissions or***, based on the evidence referred to in Article 14(2) of Regulation (EU) No 347/2013, provide a high degree of regional or Union-wide security of supply, strengthen the solidarity of the Union or comprise highly innovative solutions.
4. For works in the digital sector, the following maximum co-financing rates shall apply: for works relating to the specific objectives referred to in Article 3 (2) (c), the amount of Union financial assistance shall not exceed 30% of the total eligible cost. ***For works in outermost regions the co-financing rates shall be set to a maximum of 85%.*** The co-financing rates may be increased up to 50% for actions with a strong cross-border dimension, such as uninterrupted coverage with 5G systems along major transport paths or deployment of backbone networks between Member States and between the Union and third countries, and up to 75% for actions implementing the Gigabit connectivity of socio-economic drivers. Actions in the field of providing local wireless connectivity in local communities shall be funded by Union financial assistance covering up to 100 % of the eligible costs, without prejudice to the principle of co-financing.
 5. The maximum co-funding rate applicable to actions ■ referred to in Article 10 shall be the highest maximum co-funding rate applicable to the sectors concerned. ***In addition, the co-financing rate applicable to these actions may be increased by 10%; the co-financing rate shall not be higher than 90% of the total eligible cost.***
 - 5a. ***After the co-financing rate has been decided and at the point when the grant is awarded the Commission shall provide project promoters with a list of all opportunities and means whereby to obtain in due course the remaining financial support.***

Article 15 *Eligible costs*

The following cost-eligibility criteria shall apply, in addition to the criteria set out in Article [186] of the Financial Regulation:

- (a) only expenditure incurred in Member States may be eligible, except where the project of common interest or cross-border projects in the field of renewable energy involves the territory of one or more third countries as referred to in Article 5 or Article 11 paragraph 4 of this Regulation or international waters and where the action is indispensable to the achievement of the objectives of the project concerned;
- (b) the cost of equipment, facilities and infrastructure which is treated as capital expenditure by the beneficiary may be eligible up to its entirety;
- (c) expenditure related to the purchase of land shall not be an eligible cost;
- (d) eligible costs shall not include value added tax ("VAT");

- (da) *expenditure related to military requirements shall be eligible from the action eligibility start date regardless of the date of entry into force of the delegated acts referred to in Article 6 (a) (3).*

Article 16

Combination of grants with other sources of financing

1. Grants may be used for combination with financing from the European Investment Bank or National Promotional Banks or other development and public financial institutions as well as from private-sector finance institutions and private-sector investors, including through Public Private Partnerships.
2. The use of grants referred to in paragraph 1 may be implemented through dedicated calls for proposals.

Article 17

Reduction or termination of the grants

1. In addition to the grounds specified in [paragraph 4 of Article 131] of the Financial Regulation, the amount of the grant, ***except in duly justified cases***, may be reduced on the following grounds
 - (a) the action has not started within one year following the starting date indicated in the grant agreement ***in case of studies, or within two years for all other actions eligible for financial assistance under this Regulation***;
 - (b) following a review of the progress of the action, it is established that the implementation of the action has ***overrun the deadlines for the successive stages laid down by Article 6 of [Regulation No. XXX - Smart TEN-T] or*** suffered such major delays that the objectives of the action are likely not to be achieved;
 2. The grant agreement may be terminated on the basis of the grounds specified in paragraph 1.
- (2a) ***The amount resulting from the application of paragraph 1 or paragraph 2 shall be distributed to other work programmes proposed under the corresponding financial envelop as laid out in Article 4.2.***

Article 18

■ Synergies with other Union Programmes

1. An action that has received a contribution under the Programme may also receive a contribution from any other Union programme, including Funds under shared management, provided that the contributions do not cover the same costs. **■ The implementation shall respect the rules provided in Article [xxx] of the Financial Regulation.** The cumulative funding shall not exceed the total eligible costs of the action and the support from the different Union programmes may be calculated on a

pro-rata basis in accordance with the documents setting out the conditions for support.

2. Actions which comply with the ***all of*** following cumulative conditions:
 - (a) they have been assessed in a call for proposals under the Programme;
 - (b) they comply with the minimum quality requirements of that call for proposals;
 - (c) they may not be financed under that call for proposals due to budgetary constraints;

may receive support from the European Regional Development Fund or the Cohesion Fund in accordance with [paragraph 5 of Article 67] of Regulation (EU) XXX [CPR], ***without any further assessment, and*** provided that such actions are consistent with the objectives of the programme concerned. The rules of the Fund providing support shall apply.

CHAPTER IV

PROGRAMMING, MONITORING, EVALUATION AND CONTROL

Article 19

Work programmes

1. The Programme shall be implemented by work programmes referred to in Article 110 of the Financial Regulation. ■ .
- 1a. The Commission shall prepare by the end of March 2021 a Framework Programme that will include the time table of the work programmes and calls, their topics and allocated financing and other necessary details necessary to provide transparency and predictability for all period of the Programme and to enhance the quality of the projects. The Framework Programme will be adopted through a delegated act in accordance with Article 24.***
- 1b. Upon the publication of a work programme, the Commission shall make public a notice of the calls for proposals foreseen under the work programme; such notice shall contain, in accordance with Article 194 of the Financial Regulation, at least the following information for each call listed:***
 - (a) Priorities;***
 - (b) Indicative opening date;***
 - (c) Indicative closing date;***
 - (d) Estimated budget.***

2. The work programmes shall be adopted by the Commission by means of **a delegated act** in accordance with **Article 24** of this Regulation.
- 2a** *In accordance with the Article 200.2 of the [Regulation \(EU, Euratom\) 2018/1046](#), all calls shall include a two-step selection procedure and shall be implemented as follows:*
- (a) Applicants shall submit a simplified dossier containing relatively brief information for the purposes of project eligibility preselection;*
 - (b) Applicants short-listed at the first stage shall submit a complete dossier after closure of the first stage;*
 - (c) The Commission shall publish the calls for proposals at least three months before commencement of the procedure.*

Article 20
Monitoring and reporting

- 1.** *The Commission shall define a methodology to provide for qualitative indicators for an accurate assessment of the progress achieved project by project along the TEN-T network and towards the achievement of the objectives laid out in Article 3 through the Programme. On the basis of this methodology the Commission shall complement the Part I of the Annex, at the latest by January 1st 2021 and by way of a delegated act, in accordance with Article 24.*
- 1. Indicators to report progress of the Programme towards the achievement of the general and specific objectives set out in Article 3 are set in Part I of the Annex.
 - 2. To ensure effective assessment of progress of the Programme towards the achievement of its objectives, the Commission shall be empowered to adopt delegated acts, in accordance with Article 24, to amend Part I of the Annex to review or complement the indicators where considered necessary and to supplement this Regulation with provisions on the establishment of a monitoring and evaluation framework.
 - 3. The performance reporting system shall ensure that data for monitoring programme implementation and results *are suitable for an in-depth analysis of the progress achieved and the difficulties encountered along the core network corridors* and are collected efficiently, effectively and in a timely manner. To that end, proportionate reporting requirements shall be imposed on recipients of Union funds and, where relevant, Member States.
- 3a.** *The Commission shall establish a dedicated internet site to publish in real time a map with the projects in implementation together with relevant data (impact assessments, value, beneficiary, implementing entity, state of play).*

Article 21
Evaluation and review

1. Evaluations shall be carried out in a timely manner, *but at least every two years*, to feed into the decision-making process.
- (1a) *Evaluations shall assess the implementation of the Programme, according to its general and sectorial objectives as laid out in Article 3, clarifying whether the different sectors are on the track, if the total budgetary commitment is in line with the total amount allocated, if the on-going projects reached a sufficient degree of completeness, if they are still feasible and convenient to be delivered.*
2. The interim evaluation of the Programme shall be performed once there is sufficient information available about the implementation of the Programme *on the basis of the monitoring conducted in accordance with Article 20*, but no later than four years after the start of the programme implementation. *It shall also include a comprehensive evaluation of the fitness of the procedures, objectives and eligibility criteria towards the achievement of the general and sectorial objectives as laid out in Article 3. Based on the results of this interim evaluation, recommendations for a review of the Programme shall be proposed.*
3. At the end of the implementation of the Programme, but no later than **■** *two* years after the end of the period specified in Article 1, a final evaluation of the Programme shall be carried out by the Commission.
4. The Commission shall communicate the conclusions of the evaluations accompanied by its observations, to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions.

Article 22
Committee procedure

1. The Commission shall be assisted by the CEF Coordination Committee. The Committee shall be a committee within the meaning of Regulation (EU) No 182/2011.
2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

Article 23
Delegated acts

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

- (a) to amend Part I of the Annex regarding the indicators and to establish a monitoring and evaluation framework;

- (c) to amend Part III of the Annex regarding the definition of the transport core network corridors and pre-identified sections; and pre-identified sections on the comprehensive network;
- (d) to amend Part IV of the Annex regarding the identification of cross-border projects in the field of renewable energy;
- (e) to amend Part V of the Annex regarding the identification of digital connectivity projects of common interest;
- (ea) *to adopt the Work programme;*
- (eb) *to adopt the Framework programme;*
- (ec) *to specify or amend the military requirements, to establish or amend list of the parts of the trans-European transport network suitable for military transport, to establish or amend the list of priority projects dual use infrastructure and the assessment procedure regarding the eligibility of the actions connected with military mobility set out in Article 6a;*
- (ed) *to define the methodology to provide for qualitative indicators for an accurate assessment of the progress achieved project by project along the TEN-T network through the Programme.*

Article 24
Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in Article 23 shall be conferred on the Commission until 31 December 2028.
3. The delegation of power referred to in Article 23 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.
4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.
5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
6. A delegated act adopted pursuant to Article 23 shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament

and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 25

Information, communication and publicity

1. The recipients of Union funding shall acknowledge the origin and ensure the visibility of the Union funding (in particular when promoting the actions and their results), by providing coherent, effective and proportionate targeted information to multiple audiences, including the media and the public.
2. The Commission shall implement information and communication actions relating to the Programme, and its actions and results. Financial resources allocated to the Programme shall also contribute to the corporate communication of the political priorities of the Union, as far as they are related to the objectives referred to in Article 3.

Article 26

Protection of the financial interests of the Union

Where a third country participates in the programme by a decision under an international agreement or by virtue of any other legal instrument, the third country shall grant the necessary rights and access required for the authorizing officer responsible, the European Anti-Fraud Office (OLAF), the European Court of Auditors to comprehensively exert their respective competences. In the case of OLAF, such rights shall include the right to carry out investigations, including on-the-spot checks and inspections, provided for in Regulation (EU, Euratom) No 883/2013 of the European Parliament and of the Council concerning investigations conducted by the European Anti-Fraud Office (OLAF).

In accordance with Regulation (EU) 2017/1939, the European Public Prosecutor's Office (EPPO) may investigate and prosecute fraud and other criminal offences affecting the financial interests of the Union as provided for in Directive (EU) 2017/1371 of the European Parliament and of the Council.

CHAPTER VI

TRANSITIONAL AND FINAL PROVISIONS

Article 27

Repeal and transitional provisions

1. Regulations (EU) No 1316/2013 and (EU) No 283/2014 shall be repealed.
2. Without prejudice to paragraph 1, this Regulation shall not affect the continuation or modification of the actions concerned, until their closure, pursuant to Regulation

(EU) No 1316/2013, which shall continue to apply to the actions concerned until their closure.

3. The financial envelope for the Programme may also cover technical and administrative assistance expenses necessary to ensure the transition between the Programme and the measures adopted under its predecessor, the Connecting Europe Facility under Regulation (EU) No 1316/2013.
4. If necessary, appropriations may be entered in the budget beyond 2027 to cover the expenses provided for in Article 4(5) of this Regulation, to enable the management of actions not completed by 31 December 2027.

Article 28
Entry into force

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 1 January 2021.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

For the European Parliament
The President

For the Council
The President

ANNEX

PART I – INDICATORS

The Programme will be monitored closely on the basis of a set of indicators intended to measure the extent to which the general and specific objectives of the Programme have been achieved and with a view to minimising administrative burdens and costs. To that end, data will be collected as regards the following set of key indicators:

Sectors	Specific Objectives	Indicators
Transport:	Efficient and interconnected networks and infrastructure for smart, <i>interoperable</i> , sustainable, <i>multimodal</i> , inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, <i>regional cross-border rail connections</i> , maritime ports, inland ports, <i>airports</i> , and rail-road terminals of the TEN-T core <i>and comprehensive</i> network)
		Number of CEF supported actions contributing to the digitalisation of transport (<i>ERTMS, SESAR</i>)
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
		<i>Number of CEF actions contributing to transport accessibility for persons with disabilities</i>
		<i>Number of CEF supported actions contributing to reduce rail freight noise</i>
	Adaptation to <i>dual</i> mobility (<i>civil and defence</i>) requirements	Number of transport infrastructure components adapted to meet <i>dual</i> mobility (<i>civil and defence</i>) requirements
Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints
	Security of energy supply	Number of CEF actions contributing to projects ensuring resilient <i>gas</i> network
		Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
	Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems
		Number of CEF actions contributing to cross-border cooperation in the area of renewables
Digital	Contribution to the deployment of digital connectivity	New connections to very high capacity networks for socio-economic drivers and very high quality wireless connections for

	infrastructure throughout the European Union	local communities
		Number of CEF actions enabling 5G connectivity along transport paths
		Number of CEF actions enabling new connections to very high capacity networks for households
		Number of CEF actions contributing to the digitalisation of energy and transport sectors

PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR

The budgetary resources referred to in Article 4 paragraph 2 (a) (i) and (ii) shall be distributed **in a way that ensures a balance between actions listed in Article 9 paragraph 2 (a) and (b).**

Budgetary resources used to finance actions listed in Article 9 paragraph 2 (a) **shall be distributed as follows:** 75 % should be allocated to actions on the core network corridors, 10% to actions on the core network outside the core network corridors and 15% to actions on the comprehensive network.

PART III: HORIZONTAL PRIORITIES, TRANSPORT CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS; PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK

-1. Horizontal priorities

SESAR, ERTMS, ITS, RIS, VTMS *smart technology devices*

1. Core network corridors and pre-identified sections

Core network corridor "Atlantic"	
Alignment	Gijón – León – Valladolid
	A Coruña – Vigo – Orense – León–
	Zaragoza – Pamplona/Logroño – Bilbao
	Bordeaux – Toulouse
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba
	Algeciras – Bobadilla – Madrid
	Madeira Island/Sines – Ermidas/Lisboa – Madrid – Valladolid
	Lisboa – Aveiro – Leixões/Porto – Douro river/ Vigo
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – La Rochelle – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg

Pre-identified sections	<i>Shannon Foynes – Dublin – Rosslare – Waterford – Cork – Brest – Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris</i>		
	<i>Dublin/Cork – Brest – Roscoff – Saint Nazaire – Nantes – Tours – Dijon</i>		
	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
		Douro river (Via Navegável do Douro)	Inland waterways
	<i>Missing link</i>	<i>Paris (link Orly-Versailles and Orly-Ch. De Gaulle airport)</i>	<i>Multimodal</i>

Core network corridor "Baltic – Adriatic"

Alignment	Gdynia – Gdańsk – Katowice/Sławków		
	Gdańsk – Warszawa – Katowice		
	Katowice – Ostrava – Brno – Wien		
	Szczecin/Świnoujście – Poznań – Wrocław – Ostrava		
	Katowice – Žilina – Bratislava – Wien		
	Wien – Graz– Villach – Udine – Trieste		
	Udine – Venezia – Padova – Bologna – Ravenna – Ancona – <i>Foggia</i>		
	Graz – Maribor –Ljubljana – Koper/Trieste		
Pre-identified sections	Cross-border	Katowice – Ostrava	Rail
		Katowice – Žilina	
		Opole – Ostrava	
		Bratislava – Wien	
		Graz – Maribor	
		Trieste – Divaca	
		Katowice – Žilina	Road
		Brno – Wien	
	Missing link	Gloggnitz – Mürzzuschlag:	Rail
		Semmering Base tunnel	

	Graz – Klagenfurt: Koralm railway line and tunnel
	Koper – Divača

Core network corridor "Mediterranean"			
Alignment	Algeciras – Bobadilla – Madrid – Zaragoza – Tarragona		
	Zaragoza – Teruel – Valencia/Sagunto		
	Sagunto – Valencia – Madrid		
	Sevilla – Bobadilla – Murcia		
	Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona		
	Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – La Spezia – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest		
	Toulouse – Narbonne		
	Ljubljana/Rijeka – Zagreb – Budapest – UA border		
Pre-identified sections	Cross-border	Lyon – Torino: base tunnel and access routes	Rail
		Barcelona – Perpignan	
		Nice – Ventimiglia	
		Trieste – Divača	
		Ljubljana – Zagreb	
		Zagreb – Budapest	
		Budapest – Miskolc – UA border	
		Lendava – Letenye	Road
		Vásárosnamény – UA border	
	Missing link	Perpignan – Montpellier	Rail
		Madrid – Zaragoza – Barcelona	
		Koper – Divača	
		Rijeka – Zagreb	
		Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia – Trieste/ Ravenna - Porto Garibaldi	Inland Waterways

Core network corridor "North Sea – Baltic"

Alignment	Luleå – Helsinki – Tallinn – Riga		
	Ventspils – Riga		
	Riga – Kaunas		
	Klaipeda – Kaunas – Vilnius		
	Kaunas – Warszawa		
	BY border – Warszawa – Łódź/Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel		
	Łódź – Katowice/Wrocław		
	UA/PL border – Rzeszów – Katowice – Wrocław – Falkenberg – Magdeburg		
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover		
	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – / Kleve – Nijmegen / – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
	Hannover – Köln – Antwerpen		
Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas/ Vilnius – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
		Antwerpen – Duisburg	Rail
		Świnoujście/Szczecin/ Karniner Bridge – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	I	Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		Kiel Kanal	Inland Waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
		Rhine, Waal	
		Noordzeekanaal, IJssel, Twentekanaal	
		Upgrading	Rail
		Ruhrgebiet – Münster – Osnabrück – Hamburg	

	<i>(double-track)</i>		
--	-----------------------	--	--

Core network corridor "North Sea – Mediterranean"

Alignment	■		
	<i>Derry – Sligo – Galway – Shannon Foynes/Cork</i>		
	■		
	■		
	<i>Baile Átha Cliath/Dublin/Corcaigh/Cork – Zeebrugge/Antwerpen/Rotterdam</i>		
	<i>Dublin – Cork – Calais – Dunkerque – Zeebrugge – Anvers – Rotterdam</i>		
	■ <i>UK Border</i> – Lille – Brussel/Bruxelles		
	London – Lille – <i>cross-border rail link Bruxelles-Quévrain-Valenciennes</i> – Brussel/Bruxelles		
	Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg		
	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille		
	Luxembourg – Metz – Strasbourg – Basel		
	Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris		
Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
		Terneuzen – Gent	Inland Waterways
		Seine – Escaut Network and the related Seine, Escaut and Meuse river basins	
		Rhine-Scheldt corridor	
	Missing link	Albertkanaal/Canal Bocholt-Herentals	Inland Waterways
		Dunkerque – Lille	

Core network corridor "Orient/East-Med"

Alignment	Hamburg – Berlin		
	Rostock – Berlin – Dresden		
	Bremerhaven/Wilhelmshaven – Magdeburg – Dresden		

	Dresden – Ústí nad Labem – Melník/Praha – Lysá nad Labem/Poříčany – Kolin		
	Kolin – Pardubice – Brno – Wien/Bratislava – Budapest – Arad – Timișoara – Craiova – Calafat – Vidin – Sofia		
	Sofia – Plovdiv – Burgas		
	Plovdiv – TR border – Alexandroupoli – Kavala – Thessaloniki – Ioannina – Kakavia/Igoumenitsa		
	FYROM border – Thessaloniki		
	Sofia – Thessaloniki – Athina – Piraeus/Ikonio – Heraklion – Lemesos (Vasiliko) – Lefkosia		
	Athina – Patras/Igoumenitsa		
Pre-identified sections	Cross-border	Dresden – Praha	Rail
		Wien/Bratislava – Budapest	
		Békéscsaba – Arad	
		Calafat – Vidin – Sofia – Thessaloniki	
		TR border – Alexandroupoli	
		FYROM border – Thessaloniki	
		Ioannina – Kakavia (AL border)	Road
		Craiova – Vidin	
	Missing link	Hamburg – Dresden – Praha – Pardubice	Inland waterways
		Thessaloniki – Kavala	Rail
		Budapest Kelenföld – Ferencváros	
		Szolnok train station	

Core network corridor " Rhine – Alpine"

Alignment	Genova – Milano – Lugano – Basel
	Genova – Novara – Brig – Bern – Basel - reestablishment cross-border rail bridge Freiburg (Breisgau)-Colmar – Rastatt-Haguenau cross-border connection - Karlsruhe – Mannheim – Mainz – Koblenz – Köln
	Milano - Verona - Trento - Bozen - Innsbruck - München, including the Brenner Corridor
	Köln – Düsseldorf – Duisburg – Nijmegen/Arnhem – Utrecht – Amsterdam

Pre-identified sections	Nijmegen – Rotterdam – Vlissingen		
	Köln – Liège – Bruxelles/Brussel – Gent		
	Liège – Antwerpen – Gent – Zeebrugge		
	Cross-border	Zevenaar – Emmerich – Oberhausen	Rail
		Karlsruhe – Basel	
		Milano/Novara – CH border	
		Antwerpen - Duisburg	
		Basel – Antwerpen/Rotterdam – Amsterdam	Inland waterways
	Missing link	Genova – Tortona/Novi Ligure	Rail

Core network corridor "Rhine – Danube"

Alignment	Paris – Strasbourg – Stuttgart – Augsburg – München – Salzburg – Wels/Linz		
	Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz		
	München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border		
	Wels/Linz – Wien – Bratislava – Budapest – Vukovar		
	Wien/Bratislava – Budapest – Arad – Braşov/Craiova - Bucureşti - Focşani – Albiţa (MD border) / Constanta – Sulina		
Pre-identified sections	Cross-border	München – Praha	Rail
		Nürnberg – Plzen	
		München – Mühldorf – Freilassing - Salzburg	
		Strasbourg – Kehl Appenweier	
		Hranice – Žilina	
		Wien – Bratislava/Budapest	
		Bratislava – Budapest	
		Békéscsaba – Arad	
		Danube (Kehlheim - Constanţa/Midia/Sulina) and the related Sava and Tisza river basins	Inland Waterways

		Zlín – Žilina	Road
	Missing link	Stuttgart – Ulm	Rail
		Salzburg – Linz	
		Arad – Craiova	
		Bucureşti – Constanţa	
		<i>Arad - Brasov</i>	<i>Rail</i>
		<i>Brasov - Predeal</i>	<i>Rail</i>
		<i>Bucureşti - Craiova</i>	<i>Rail</i>

Core network corridor "Scandinavian – Mediterranean"

Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö		
	Narvik/Oulu – Luleå – Umeå – Stockholm		
	Oslo – Göteborg – Malmö – Trelleborg		
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn		
	København – Kolding/Lübeck – Hamburg – Hannover		
	Bremerhaven – Bremen – Hannover – Nürnberg		
	Rostock – Berlin – Halle /Leipzig – Erfurt/Weimar – München		
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze		
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta		
	Napoli – Cagliari /Gioia Tauro – Palermo/Augusta – Valletta – Marsaxlokk		
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	
		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
		Trelleborg - Malmö - Göteborg - No border (cross-border, rail)	
		Göteborg-Oslo	
		Helsingborg-Helsingør	

	<i>Copenhagen-Malmö</i>	
	København – Hamburg: Fehmarn belt fixed link	Rail/Road

2. Pre-identified sections on the comprehensive network

The related elements located on the comprehensive network referred to at Article 9(2)(a)(i) and the cross-border links of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:

Dublin – Strabane – Letterkenny	Road
<i>Derry – Sligo – Galway</i>	<i>Rail</i>
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
<i>L</i>	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
<i>Ancona – Foggia</i>	<i>Rail/Road</i>
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien – Gyor	Rail
Graz – <i>Celldömölk</i> – Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
<i>Timișoara – Moravița</i>	<i>Road</i>
Faro – Huelva	Rail
Porto – Vigo	Rail
<i>București</i> – Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail
<i>Siret – Suceava</i>	<i>Road</i>
<i>Focșani – Albița</i>	<i>Road</i>
<i>München – Salzburg – Laibach</i>	<i>Rail</i>
<i>Gallarate/Sesto C. – Laveno/Luino</i>	<i>Rail</i>

ANNEX - PART IV: IDENTIFICATION OF CROSS-BORDER PROJECTS IN THE FIELD OF RENEWABLE ENERGY

1. Objective of cross-border projects in the field of renewable energy

Cross-border projects in the field of renewable energy shall promote the cross-border cooperation between Member States in the field of planning, development and cost-effective exploitation of renewable energy sources *with the aim of contributing to the Union's long term decarbonisation targets*.

General criteria

In order to qualify as a cross-border project in the field of renewable energy, a project shall meet all of the following general criteria:

- (a) it shall be included in a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC;
- (b) it shall provide cost savings in the deployment of renewables and/or benefits for system integration, security of supply or innovation in comparison to *an alternative cross-border energy project or a renewable energy project* implemented by one of the participating Member States alone;
- (c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]

Cost-benefit analysis

The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:

- (a) costs of electricity generation;
- (b) system integration costs;
- (c) cost of support;
- (d) greenhouse gas emissions;
- (e) security of supply;
- (f) air and other local pollution *or effects on local nature and the environment*
- (g) innovation.

4. Process

Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement *in the field of renewable energy* between Member States and/or between Member States and third countries as set out in Articles 9 *or 11* of *Directive (EU) 2018/... of the European Parliament and of the Council*^[1]⁺ and seeking to obtain the status of cross-

⁺ OJ: Please insert in the text the number of the Regulation contained in document PE-CONS 55/18 (2016/0375(COD)) and insert the number, date, title and OJ reference of that Directive in the footnote.

[1] OJ ...

⁺ OJ please insert title, number and OJ reference of COD 2016/0382 (renewable energy).

border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.

The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.

The Commission shall conduct appropriate consultations on the list of projects submitted to become cross-border projects in the field of renewable energy.

The Commission shall evaluate the applications against the criteria laid down in points 2 and 3.

The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim for a manageable total number. The Commission shall endeavour to ensure an appropriate geographical balance in the identification of cross-border projects in the field of renewable energy. Regional groupings may be used for the identification of projects.

A project shall not be selected as a cross-border projects in the field of renewable energy, or have the status withdrawn, if its evaluation was based on incorrect information which was a determining factor in the evaluation, or if the project does not comply with Union law.

The Commission shall publish on its website the list of selected cross border projects in the field of renewable energy.

PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON INTEREST

1. Gigabit *and 5G or other state-of-art mobile* connectivity to socio-economic drivers

Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.

Priority shall be given to actions contributing to:

- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients²⁵;
- Gigabit Connectivity for education and research centres, in the context of the efforts to *facilitate the use of inter alia high-speed computing, cloud applications and big data*, close digital divides and to innovate in education

²⁵ See also COM(2018)0233 final - Commission Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.

systems, to improve learning outcomes, enhance equity and improve efficiency.²⁶

- ***5G or very-high capacity wireless broadband connectivity for education and research centres, hospitals and medical centres in the context of the efforts to bring uninterrupted 5G wireless broadband coverage to all urban centres by 2025.***

2. Wireless connectivity in local communities

Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:

- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;
- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:
- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and
- supports ***equal*** access to innovative digital services;
- use the common visual identity ***available in multiple languages*** to be provided by the Commission and link to the associated online tools;
- commit to procure the necessary equipment and/or related installation services in accordance with applicable law to ensure that projects do not unduly distort competition.

Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council²⁷ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points.

Funded actions shall not duplicate existing free private or public offers of similar

²⁶ See also COM(2018)0022 final - Commission Communication on the Digital Education Action Plan.

²⁷ Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).

characteristics, including quality in the same public space.

The available budget shall be allocated in a geographically balanced manner across Member States.

3. Indicative list of 5G corridors *and cross-border connections* eligible for funding

In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025²⁸, actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM²⁹ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors³⁰.

Core network corridor "Atlantic"	
Cross-border sections for CAM experimentation	Porto-Vigo and Merida-Evora
	<i>Azores/Madeira Islands - Lisbon - Paris - Amsterdam - Frankfurt</i>
	<i>Aveiro - Salamanca</i>
More extensive section for larger scale deployment of CAM	Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon
	-Bilbao – Madrid – Lisbon
Core network corridor "Baltic – Adriatic"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana – Trieste
Core network corridor "Mediterranean"	
Cross-border sections for CAM experimentation	- <i>Submarine cable networks Lisbon – Marseille – Milan</i>
More extensive section for larger scale deployment of CAM	Budapest – Zagreb – Ljubljana / Rijeka / <i>Split</i>
Core network corridor "North Sea – Baltic"	
Cross-border sections for CAM experimentation	Baltic corridor (to be defined)

²⁸ Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)0587.

²⁹ Connected and Automated Mobility.

³⁰ Sections in italics are located outside of the TEN-T core network corridors but included in the 5G corridors.

More extensive section for larger scale deployment of CAM	Tallinn – Kaunas
Core network corridor "North Sea – Mediterranean"	
Cross-border sections for CAM experimentation	Metz-Merzig-Luxembourg <i>Rotterdam-Antwerp-Eindhoven</i>
More extensive section for larger scale deployment of CAM	Amsterdam - Rotterdam – Breda – Lille – Paris Brussels – Metz – Basel Mulhouse – Lyon – Marseille
Core network corridor "Orient/East-Med"	
Cross-border sections for CAM experimentation	Sofia-Thessaloniki-Belgrade
More extensive section for larger scale deployment of CAM	Berlin – Prague – Brno – Bratislava Timisoara – Sofia – TR border -Sofia – Thessaloniki – Athens
Core network corridor " Rhine – Alpine"	
Cross-border sections for CAM experimentation	Bologna-Innsbrück-München (Brenner corridor)
More extensive section for larger scale deployment of CAM	Rotterdam – Oberhausen – Frankfurt (M) Basel – Milan – Genova
Core network corridor "Rhine – Danube"	
Cross-border sections for CAM experimentation	<i>München - Salzburg</i>
More extensive section for larger scale deployment of CAM	Frankfurt (M) – Passau – Vienna – Budapest – Bucharest – <i>Iasi</i> /Constanta Karlsruhe – München – Salzburg – Wels Frankfurt (M) – Strasbourg
Core network corridor "Scandinavian – Mediterranean"	
Cross-border sections for CAM experimentation	Oulu-Tromsø <i>Oslo- Stockholm-Helsinki</i>
More extensive section for larger scale deployment of CAM	Turku – Helsinki –Russian border Stockholm / Oslo – Malmö Malmö – Copenhagen – Hamburg – Würzburg Nürnberg – München – Verona Rosenheim – Bologna – Napoli – Catania – Palermo Napoli – Bari – Taranto

1.10.2018

OPINION OF THE COMMITTEE ON FOREIGN AFFAIRS

for the Committee on Industry, Research and Energy and the Committee on Transport and Tourism

on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014
(COM(2018)0438 – C8-0255/2018 – 2018/0228(COD))

Rapporteur for opinion: Fabio Massimo Castaldo

SHORT JUSTIFICATION

The Military Mobility dimension within the Connecting Europe Facility (CEF) could be an important innovation for the security of the European Union in the next years. A more connected, sustainable, safer, lower-emission and smart European Union, based on cross-border links is the main goal of CEF, and it will also be a key element of the EU approach to Military Mobility. Therefore, it is necessary to approach this issue in a comprehensive and “future proof” way, matching current needs without overlooking future challenges around us.

The security dimension in the developments of future European connections cannot be underestimated and involves several aspects:

- **the dual - use approach:** comprehensive military mobility can be developed only by keeping a tight synergy with the civilian domain. In other words, a comprehensive and integrated “dual-use” approach (civilian-military) is required to adapt or upgrade some civilian infrastructures (like railways, motorways, harbours, airports, intermodal facilities) to meet current military needs and requirements. These infrastructures will serve mainly civilian purposes but they will also have enough capacity to support the transport of military goods and assets: in the end, this will be beneficial both for the safety of the infrastructures and their end users;
- **the scenario:** the current security challenges of the European Union are multidimensional and coming from different directions: the Arctic or “High North”, the Eastern flank, the Balkans and the Mediterranean. Each axis presents different challenges but they are all sensitive areas, where in the future it could be necessary to deploy some assets at short notice. The current focus on some of these areas should not detract our attention from future challenges: the development of efficient military mobility should have a geographically

balanced and holistic approach, which allows a rapid deployment of goods and assets on the North-South axis as well as on the West-East one. An efficient approach to military mobility should also face these future challenges acting in concert with NATO and within the frameworks of PESCO and the future European Defence Fund;

– **military mobility as enabler:** the investments in infrastructures capable of allowing the transport of military goods and assets should not be intended just as a tool of power projection. A smoother and faster transport of military assets throughout the European space can also contribute to facilitate joint exercises between armed forces, training, maintenance and a prompt response in case of civil emergencies. Other military mobility enablers, such as VAT issues, customs, cross - border movement permissions, security and diplomatic clearance, should be also included in the debate, even if they are out of the scope of CEF;

– **the impact of military mobility and its sustainability:** to fully exploit the potential of military mobility and to contribute to the main goals of CEF, it will be essential that the developments of military mobility projects should be sustainable and fully compliant with the most advanced environmental standards. Due to the impact of infrastructure projects on local communities, it will be important to promote participatory processes to involve the local population and civil society, as well as providing them with a comprehensive and transparent information about the development of dual use infrastructure.

AMENDMENTS

The Committee on Foreign Affairs calls on the Committee on Industry, Research and Energy and the Committee on Transport and Tourism, as the committees responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation

Recital 1

Text proposed by the Commission

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

Amendment

(1) In order to achieve smart, sustainable and inclusive growth, to stimulate job creation ***and to pursue the Union's shared interests and priorities in promoting peace as well as the security and defence of its citizens and territory,*** the Union needs an up-to-date, ***multi-modal,*** high-performance, ***resilient, sustainable and safer*** infrastructure to help connect and integrate the Union and all its regions, in the transport,

connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. ***Furthermore, due to the current volatile geopolitical situation and the multiple sources of threats to the security of the Union, those connections should improve the mobility of military forces and assets within and beyond the Union in order to enable Member States and NATO allies to react in a comprehensive, effective and timely manner to internal and external crisis situations.*** The trans-European networks should facilitate cross-border connections ***for civil and defence purposes***, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Amendment 2

Proposal for a regulation Recital 2

Text proposed by the Commission

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

Amendment

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

Amendment 3

Proposal for a regulation

Recital 6

Text proposed by the Commission

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

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport (***civil and defence***), energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. ***Diversification of energy sources, supply routes and the development of related strategic infrastructure as well as interconnections will contribute to reducing the Union's external energy dependence.*** In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment 4

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) The trans-European transport network (TEN-T) guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council⁴ (hereafter 'TEN-T guidelines') identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of

Amendment

(7) The trans-European transport network (TEN-T) guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council⁴ (hereafter 'TEN-T guidelines') identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of

the core network by 2030 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure.

the core network by 2030 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure. ***In this process military mobility requirements should also be taken into account, in due consultation with NATO.***

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

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

Amendment 5

Proposal for a regulation Recital 8

Text proposed by the Commission

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

Amendment

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

Amendment 6

Proposal for a regulation Recital 9

Text proposed by the Commission

(9) In order to reflect growing transport flows **and** the evolution of the network, the

Amendment

(9) In order to reflect growing transport flows, the evolution of the network **and the**

alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15 %.

evolving security environment, the alignment *and the geographical balance* of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15 %.

Amendment 7

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented⁵ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

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

Amendment

(10) It is necessary to promote investments in favour of smart, ***interoperable***, sustainable, ***multimodal***, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented⁵ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. ***It should take into consideration also military mobility factors.*** These initiatives should be accompanied by Union financial support, where relevant through this Programme.

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

Amendment 8

Proposal for a regulation

Recital 11 a (new)

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

Amendment 9

Proposal for a regulation Recital 14

(14) Following the Joint Communication on improving military mobility in the European Union of November 2017⁹, the Action Plan on Military Mobility adopted on 28 March 2018 by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy¹⁰ highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T. The Action Plan indicates that by mid-2018, the Council is invited to consider and validate the military requirements in relation to transport infrastructure and that, by 2019 the Commission services will identify the parts of the trans-European transport network suitable for **military** transport, including necessary upgrades of existing infrastructure. Union funding for the implementation of the dual-use projects should be implemented through the

(14) Following the Joint Communication on improving military mobility in the European Union of November 2017⁹, the Action Plan on Military Mobility adopted on 28 March 2018 by the Commission and the High Representative of the Union for Foreign Affairs and Security Policy¹⁰ highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T. ***In particular, military mobility projects financed under this Regulation should aim to enable Member States to perform the tasks referred to in Article 43 TEU with regard to the Union's Common Security and Defence Policy (CSDP), facilitate current and future Union operations and missions, support the missions described in the illustrative scenarios, as well as the implementation of the mutual assistance and solidarity***

Programme on the basis of specific work programmes specifying the applicable requirements as defined in the context of the Action Plan.

clauses. Military mobility projects should aim at increasing Union's defence and deterrence, thus enhancing Union citizens' security and safety as well as providing a prompt reaction to crisis situations. The Union should aim to facilitate and improve military mobility through concrete measures in a number of areas, in full complementarity with relevant actors, such as NATO, and in coordination with efforts under the Permanent Structured Cooperation and the European Defence Fund. The Action Plan indicates that by mid-2018, the Council is invited to consider and validate the military requirements *reflecting the needs of the Union and its Member States* in relation to transport infrastructure *also covering the management of land, air and maritime military mobility*. By 2019 the Commission services, *in close cooperation with NATO*, will identify the parts of the trans-European transport network suitable for *dual use* transport (*civil and defence*), including necessary upgrades of existing infrastructure *and bridging the gap for existing, but not yet constructed infrastructure projects*. Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of specific work programmes specifying the applicable requirements as defined in the context of the Action Plan. *In order to facilitate the development of military mobility projects cross-border and customs standards and regulations, as well as administrative and legislative procedures should be harmonised.*

⁹ JOIN(2017) 41

¹⁰ JOIN(2018) 5

⁹ JOIN(2017) 41

¹⁰ JOIN(2018) 5

Amendment 10

Proposal for a regulation Recital 21

Text proposed by the Commission

(21) The achievement of the digital single market relies on the underlying digital connectivity infrastructure. The digitalisation of European industry and the modernisation of sectors like transport, energy, healthcare and public administration depend on universal access to reliable, affordable, high and very high capacity networks. Digital connectivity has become one of the decisive factors to close economic, social and territorial divides, supporting the modernisation of local economies and underpinning the diversification of economic activities. The scope of intervention of the Programme in the area of digital connectivity infrastructure should be adjusted to reflect its increasing importance for the economy and the society at large. Therefore, it is necessary to set out the digital connectivity infrastructure projects of common interest needed to meet Union's digital single market objectives, and to repeal Regulation (EU) No 283/2014 of the European Parliament and of the Council¹⁴.

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

Amendment

(21) The achievement of the digital single market relies on the underlying digital connectivity infrastructure. The digitalisation of European industry and the modernisation of sectors ***such as*** transport, energy, healthcare, ***security, defence*** and public administration depend on universal access to reliable, affordable, ***resilient***, high and very high capacity networks. Digital connectivity has become one of the decisive factors to close economic, social and territorial divides, supporting the modernisation of local economies and underpinning the diversification of economic activities. The scope of intervention of the Programme in the area of digital connectivity infrastructure should be adjusted to reflect its increasing importance for the economy and the society at large. ***This can only be achieved considering that key aspects of the digital domain, such as privacy and cyber security, play an enabling role in such domain.*** Therefore, it is necessary to set out the digital connectivity infrastructure projects of common interest needed to meet Union's digital single market objectives, and to repeal Regulation (EU) No 283/2014 of the European Parliament and of the Council¹⁴.

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

Amendment 11

Proposal for a regulation Recital 33

Text proposed by the Commission

(33) In order to favour an integrated development of the innovation cycle, it is necessary to ensure complementarity between the innovative solutions developed in the context of the Union Research and Innovation framework programmes and the innovative solutions deployed with support from the Connecting Europe Facility. For this purpose, synergies with Horizon Europe will ensure that: (a) research and innovation needs in the areas of transport, energy and in the digital sector within the **EU** are identified and established during Horizon Europe's strategic planning process; (b) the Connecting Europe Facility supports large-scale roll-out and deployment of innovative technologies and solutions in the fields of transport, energy and digital infrastructure, in particular those resulting from Horizon Europe; (c) the exchange of information and data between Horizon Europe and the Connecting Europe Facility will be facilitated, for example by highlighting technologies from Horizon Europe with a high market readiness that could be further deployed through the Connecting Europe Facility.

Amendment

(33) In order to favour an integrated development of the innovation cycle, it is necessary to ensure complementarity between the innovative solutions developed in the context of the Union Research and Innovation framework programmes and the innovative solutions deployed with support from the Connecting Europe Facility. For this purpose, synergies with Horizon Europe will ensure that: (a) research and innovation needs in the areas of transport, energy and in the digital sector within the **Union** are identified and established during Horizon Europe's strategic planning process; (b) the Connecting Europe Facility supports large-scale roll-out and deployment of innovative technologies and solutions in the fields of transport, energy and digital infrastructure, in particular those resulting from Horizon Europe; (c) the exchange of information and data between Horizon Europe and the Connecting Europe Facility will be facilitated, for example by highlighting technologies from Horizon Europe with a high market readiness that could be further deployed through the Connecting Europe Facility; and **(d) the development of dual use infrastructures will take into consideration the future needs of military mobility.**

Amendment 12

Proposal for a regulation Recital 42

Text proposed by the Commission

(42) The Union should seek coherence and synergies with the Union programmes

Amendment

(42) The Union should seek coherence and synergies with the Union programmes

for external policies, including pre-accession assistance following the engagements taken in the context of the Communication "A credible enlargement perspective for and enhanced *EU* engagement with the Western Balkans"²³.

²³ COM(2018) 65

for external policies, including pre-accession assistance following the engagements taken in the context of the Communication "A credible enlargement perspective for and enhanced engagement with the Western Balkans"²³, and with *all other foreign policy instruments and the European Defence Fund*.

²³ COM(2018) 65

Amendment 13

Proposal for a regulation Article 3 – paragraph 1

Text proposed by the Commission

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

Amendment 14

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

Text proposed by the Commission

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

Amendment

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

Amendment

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

Amendment 15

Proposal for a regulation

Article 3 – paragraph 1 – point a – point ii

Text proposed by the Commission

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

Amendment

(ii) to adapt the TEN-T networks to ***dual use (civil and defence)*** needs, ***in particular to enable Member States to perform all tasks referred to in Article 43 TEU with regard to the Common Security and Defence Policy (CSDP), facilitate current and future Union operations and missions, support the missions described in the illustrative scenarios, as well as the implementation of the mutual assistance and solidarity clauses. In addition, it shall help Member States to meet their national and multinational requirements for operations, missions, exercises and routine activities across the Union, as well as in its neighbourhood, in cooperation with NATO, with the aim of enabling a prompt and comprehensive response. The development of military mobility projects shall comply with environmental standards and sustainable development goals;***

Amendment 16

Proposal for a regulation

Article 4 – paragraph 8

Text proposed by the Commission

8. As regards the amounts transferred from the Cohesion Fund, **30%** of these amounts shall be made available immediately to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation, with priority to cross-border and missing links. Until 31 December 2023, the selection of projects eligible for financing shall respect the national allocations under the Cohesion

Amendment

8. As regards the amounts transferred from the Cohesion Fund, **50%** of these amounts shall be made available immediately to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation, with priority to cross-border and missing links. Until 31 December 2023, the selection of projects eligible for financing shall respect the national allocations under the Cohesion

Fund with regard to **70%** of the resources transferred. As of 1 January 2024, resources transferred to the Programme which have not been committed to a transport infrastructure project shall be made available to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation.

Fund with regard to **50%** of the resources transferred. As of 1 January 2024, resources transferred to the Programme which have not been committed to a transport infrastructure project shall be made available to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation.

Amendment 17

Proposal for a regulation

Article 5 – paragraph 1 – point d – introductory part

Text proposed by the Commission

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

Amendment

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

Amendment 18

Proposal for a regulation

Article 6 a (new)

Text proposed by the Commission

Amendment

Article 6a

Integration of military mobility needs into the TEN-T networks

Proposals which include only actions connected with military mobility shall be eligible where they add to an already existing civil infrastructure and bridge the gap for existing, but not yet implemented, infrastructure projects.

Amendment 19

Proposal for a regulation

Article 8 – paragraph 2

Text proposed by the Commission

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

Amendment

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

Amendment 20

Proposal for a regulation

Article 9 – paragraph 2 – point a – point i

Text proposed by the Commission

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

Amendment

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

Amendment 21

Proposal for a regulation

Article 9 – paragraph 2 – point a – point ii

Text proposed by the Commission

(ii) actions implementing cross-border links of the comprehensive network in accordance with Chapter II of Regulation

Amendment

(ii) actions implementing cross-border links of the comprehensive network in accordance with Chapter II of Regulation

(EU) No 1315/2013, notably the sections listed in Part III of the Annex to this Regulation;

(EU) No 1315/2013, notably the sections listed in Part III of the Annex to this Regulation, *inter alia ERTMS and SESAR projects*;

Amendment 22

Proposal for a regulation

Article 9 – paragraph 2 – point a – point ii a (new)

Text proposed by the Commission

Amendment

(ii a) actions supporting the harmonisation of cross-border and customs regulations, as well as administrative and legislative procedures in order to develop a Union regulatory framework on military mobility;

Amendment 23

Proposal for a regulation

Article 9 – paragraph 2 – point a – point iii

Text proposed by the Commission

Amendment

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

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

Amendment 24

Proposal for a regulation

Article 9 – paragraph 2 – point a – point iii a (new)

Text proposed by the Commission

Amendment

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

Amendment 25

Proposal for a regulation

Article 9 – paragraph 2 – point b

Text proposed by the Commission

Amendment

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

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

Amendment 26

Proposal for a regulation

Article 9 – paragraph 2 – point b – point vi a (new)

Text proposed by the Commission

Amendment

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

Amendment 27

Proposal for a regulation

Article 9 – paragraph 2 – point c

Text proposed by the Commission

Amendment

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

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

dual-use of the infrastructure.

purpose of enabling a civilian-military dual-use of the infrastructure. ***By 31 December 2019, the Commission shall adopt delegated acts in accordance with Article 24 of this Regulation in order to further specify the military requirements, the list of priority projects and the assessments procedure regarding the eligibility of the actions connected with military mobility, while ensuring a balanced geographical distribution across all of the Union, especially the North-South and West-East axes.***

Amendment 28

Proposal for a regulation

Article 11 – paragraph 2 – point c

Text proposed by the Commission

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

Amendment

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

Amendment 29

Proposal for a regulation

Article 13 – paragraph 1 – point a

Text proposed by the Commission

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

Amendment

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

Amendment 30

Proposal for a regulation

Article 13 – paragraph 1 – point a a (new)

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

Amendment 31

Proposal for a regulation

Article 13 – paragraph 1 – point c

Text proposed by the Commission

Amendment

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

(c) innovation, safety, interoperability, ***dual use*** and accessibility aspects;

Amendment 32

Proposal for a regulation

Article 14 – paragraph 2 – point a

Text proposed by the Commission

Amendment

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

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

Amendment 33

Proposal for a regulation

Article 17 – paragraph 2

Text proposed by the Commission

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

Amendment

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

Amendment 34

Proposal for a regulation

ANNEX – Part I – Transport – Adaptation to military mobility requirements

Text proposed by the Commission

Transport	Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements
-----------	--	--

Amendment

Transport	Adaptation to military mobility requirements	Number <i>and type</i> of transport infrastructure components adapted to meet military mobility requirements <i>Number of CEF supported dual use actions</i> <i>Number of CEF supported cross border dual use actions</i>
-----------	--	--

Amendment 35

Proposal for a regulation

Annex I – part II – paragraph 1 – indent 2

Text proposed by the Commission

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

Amendment

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

mobility".

Amendment 36

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

Text proposed by the Commission

Amendment

PART VI – HORIZONTAL PRIORITIES

- ***Single European Sky – SESAR system***
- ***Telematic applications systems for rail – ERTMS***

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Establishing the Connecting Europe Facility
References	COM(2018)0438 – C8-0255/2018 – 2018/0228(COD)
Committees responsible Date announced in plenary	ITRE TRAN 14.6.2018 14.6.2018
Opinion by Date announced in plenary	AFET 14.6.2018
Rapporteur Date appointed	Fabio Massimo Castaldo 11.7.2018
Rule 55 – Joint committee procedure Date announced in plenary	5.7.2018
Discussed in committee	6.9.2018
Date adopted	27.9.2018
Result of final vote	+ : 41 - : 6 0 : 2
Members present for the final vote	Michèle Alliot-Marie, Francisco Assis, Petras Auštrevičius, Goffredo Maria Bettini, Victor Boştinaru, Elmar Brok, Fabio Massimo Castaldo, Lorenzo Cesa, Aymeric Chauprade, Andi Cristea, Arnaud Danjean, Georgios Epitideios, Eugen Freund, Michael Gahler, Iveta Grigule-Pēterse, Sandra Kalniete, Manolis Kefalogiannis, Tunne Kelam, Andrey Kovatchev, Eduard Kukan, Ilhan Kyuchyuk, Ryszard Antoni Legutko, Barbara Lochbihler, Andrejs Mamikins, David McAllister, Tamás Meszerics, Francisco José Millán Mon, Javier Nart, Pier Antonio Panzeri, Tonino Picula, Kati Piri, Julia Pitera, Cristian Dan Preda, Jozo Radoš, Alyn Smith, Jordi Solé, Dobromir Sośnierz, László Tőkés, Ivo Vajgl, Geoffrey Van Orden, Boris Zala, Dubravka Šuica
Substitutes present for the final vote	Asim Ademov, Miroslav Poche, Janusz Zemke, Željana Zovko
Substitutes under Rule 200(2) present for the final vote	Lucy Anderson, Inés Ayala Sender, Damiano Zoffoli

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

41	+
ALDE	Petras Auštrevičius, Iveta Grigule-Pēterse, Ilhan Kyuchyuk, Javier Nart, Jozo Radoš, Ivo Vajgl
EFDD	Fabio Massimo Castaldo, Aymeric Chauprade
PPE	Asim Ademov, Michèle Alliot-Marie, Elmar Brok, Lorenzo Cesa, Arnaud Danjean, Michael Gahler, Sandra Kalniete, Manolis Kefalogiannis, Tunne Kelam, Andrey Kovatchev, Eduard Kukan, David McAllister, Francisco José Millán Mon, Julia Pitera, Cristian Dan Preda, Dubravka Šuica, László Tőkés, Željana Zovko
S&D	Lucy Anderson, Francisco Assis, Inés Ayala Sender, Goffredo Maria Bettini, Victor Boştinaru, Andi Cristea, Eugen Freund, Andrejs Mamikins, Pier Antonio Panzeri, Tonino Picula, Kati Piri, Miroslav Poche, Boris Zala, Janusz Zemke, Damiano Zoffoli

6	-
NI	Georgios Epitideios, Dobromir Sośnierz
VERTS/ALE	Barbara Lochbihler, Tamás Meszerics, Alyn Smith, Jordi Solé

2	0
ECR	Ryszard Antoni Legutko, Geoffrey Van Orden

Key to symbols:

+ : in favour

- : against

0 : abstention

11.10.2018

OPINION OF THE COMMITTEE ON BUDGETS

for the Committee on Industry, Research and Energy and the Committee on Transport and Tourism

on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014
(COM(2018)0438 – C8-0255/2018 – 2018/0228(COD))

Rapporteur for opinion: Inese Vaidere

SHORT JUSTIFICATION

European added value can be achieved in transport infrastructure projects only if the EU has the capacity to include in its next MFF a regulatory framework and funding commensurate with its ambitions; critical transport infrastructure should be considered of strategic interest for the European Union. Transport infrastructures are the backbone of the single market, the basis for growth and job creation, and crucial to ensuring the four fundamental freedoms pertaining to persons, capital, goods and services. Connecting Europe Facility (CEF) brings investments towards projects with a cross-border impact and European-wide systems and services. For such projects, continuity of funding after 2020 is essential, including the planned completion of the TEN-T core network by 2030 is essential.

AMENDMENTS

The Committee on Budgets calls on the Committee on Industry, Research and Energy and the Committee on Transport and Tourism, as the committees responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation
Recital 4

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **25%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the *swift* achievement of an overall target of **30%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Amendment 2

Proposal for a regulation

Article 3 – paragraph 2 – point a – point ii

Text proposed by the Commission

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

Amendment

(ii) to adapt the TEN-T networks to military mobility needs ***by filling the missing infrastructure gaps, including upgrades to the existing infrastructure or building new transport infrastructure for dual civilian-military uses;***

Amendment 3

Proposal for a regulation

Article 9 – paragraph 2 – point c

Text proposed by the Commission

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

Amendment

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

Amendment 4

Proposal for a regulation

Article 17 – paragraph 2

Text proposed by the Commission

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

Amendment

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

Amendment 5

Proposal for a regulation

Article 4 – paragraph 1

Text proposed by the Commission

1. The financial envelope for the implementation of the Programme for the period 2021-2027 is set at EUR 42,265,493,000 in current prices.

Amendment

1. The financial envelope for the implementation of the Programme for the period 2021-2027 is set at EUR **37,487,281,000 in 2018 prices (EUR 42,265,493,000 in current prices)**.

Justification

The financial envelope is proposed to be amended in line with the EP resolutions of 14 March and 30 May on the next MFF, based on a preliminary technical breakdown per programme that could be subject to further adjustments, while respecting the overall EP position as set out in those resolutions and the overall level of 1.3% of the EU-27 GNI. The figure may be revised at a later stage in line with the EP call to significantly increase investment through the Connecting Europe Facility.

Amendment 6

Proposal for a regulation

Article 4 – paragraph 2 – point a – introductory part

Text proposed by the Commission

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

Amendment

(a) **EUR 27,150,760,000 in 2018 prices** (EUR 30,615,493,000 **in current prices**) for the specific objectives referred to in Article 3(2)(a), of which:

Amendment 7

Proposal for a regulation

Article 4 – paragraph 2 – point a – point i

Text proposed by the Commission

(i) EUR 12,830,000,000 from the European Strategic Investment cluster;

Amendment

(i) **EUR 11,383,618,000 in 2018 prices** (EUR 12,830,000,000 **in current prices**) from the European Strategic Investment cluster;

Amendment 8

Proposal for a regulation

Article 4 – paragraph 2 – point a – point ii

Text proposed by the Commission

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

Amendment

(ii) **EUR 10,000,000,000 in 2018 prices** (EUR 11,285,493,000 **in current prices**) transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in Member States eligible for funding from the Cohesion Fund;

Amendment 9

Proposal for a regulation

Article 4 – paragraph 2 – point a – point iii

Text proposed by the Commission

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

Amendment

(iii) **EUR 5,767,142,000 in 2018 prices** (EUR 6,500,000,000 **in current prices**) from the Defence cluster for the specific objective referred to in Article 3(2)(a)(ii);

Amendment 10

Proposal for a regulation

Article 4 – paragraph 2 – point b

Text proposed by the Commission

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

Amendment

(b) **EUR 7,674,808,000 in 2018 prices** (EUR 8,650,000,000 **in current prices**) for the specific objectives referred to in Article 3(2)(b), out of which up to 10% for the cross-border projects in the field of renewable energy

Amendment 11

Proposal for a regulation

Article 4 – paragraph 2 – point c

Text proposed by the Commission

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

Amendment

(c) **EUR 2,661,713,000 in 2018 prices** (EUR 3,000,000,000 **in current prices**) for the specific objectives referred to in Article 3(2)(c).

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Establishing the Connecting Europe Facility
References	COM(2018)0438 – C8-0255/2018 – 2018/0228(COD)
Committees responsible Date announced in plenary	ITRE TRAN 14.6.2018 14.6.2018
Opinion by Date announced in plenary	BUDG 14.6.2018
Rapporteur Date appointed	Inese Vaidere 28.6.2018
Rule 55 – Joint committee procedure Date announced in plenary	5.7.2018
Discussed in committee	13.9.2018
Date adopted	9.10.2018
Result of final vote	+: 30 –: 3 0: 1
Members present for the final vote	Nedzhmi Ali, Jean Arthuis, Richard Ashworth, Reimer Böge, Lefteris Christoforou, Gérard Deprez, José Manuel Fernandes, Eider Gardiazabal Rubial, Jens Geier, Ingeborg Gräßle, Iris Hoffmann, Monika Hohlmeier, John Howarth, Zbigniew Kuźmiuk, Bernd Kölmel, Vladimír Maňka, Siegfried Mureşan, Jan Olbrycht, Younous Omarjee, Răzvan Popa, Paul Rübig, Petri Sarvamaa, Jordi Solé, Eleftherios Synadinos, Isabelle Thomas, Inese Vaidere, Monika Vana, Daniele Viotti, Tiemo Wölken, Manuel dos Santos
Substitutes present for the final vote	Andrey Novakov
Substitutes under Rule 200(2) present for the final vote	Eleonora Evi, Auke Zijlstra

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

30	+
ALDE	Nedzhmi Ali, Jean Arthuis, Gérard Deprez
ECR	Bernd Kölmel, Zbigniew Kuźmiuk
PPE	Richard Ashworth, Reimer Böge, Lefteris Christoforou, José Manuel Fernandes, Ingeborg Gräßle, Monika Hohlmeier, Siegfried Mureşan, Andrey Novakov, Jan Olbrycht, Paul Rübig, Petri Sarvamaa, Patricija Šulin, Inese Vaidere
S&D	Eider Gardiazabal Rubial, Jens Geier, Iris Hoffmann, John Howarth, Vladimír Maňka, Răzvan Popa, Manuel dos Santos, Isabelle Thomas, Daniele Viotti, Tiemo Wölken
VERTS/ALE	Jordi Solé, Monika Vana

3	-
ENF	Auke Zijlstra
GUE/NGL	Younous Omarjee
NI	Eleftherios Synadinos

1	0
EFDD	Eleonora Evi

Key to symbols:

+ : in favour

- : against

0 : abstention

17.9.2018

OPINION OF THE COMMITTEE ON THE ENVIRONMENT, PUBLIC HEALTH AND FOOD SAFETY

for the Committee on Industry, Research and Energy and the Committee on Transport and Tourism

on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014

(COM(2018)0438 – C8-0255/2018 – 2018/0228(COD))

Rapporteur for opinion: Adina-Ioana Vălean

AMENDMENT

The Committee on the Environment, Public Health and Food Safety calls on the Committee on Industry, Research and Energy and the Committee on Transport and Tourism, as the committees responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation

Recital 1

Text proposed by the Commission

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

Amendment

(1) In order to achieve smart, sustainable and inclusive growth, ***to reach the Union climate and energy targets for 2030 and beyond***, and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European

social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Amendment 2

Proposal for a regulation

Recital 3

Text proposed by the Commission

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

Amendment

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

Amendment 3

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **25%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute **60%** of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **at least 30%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute **100%** of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i)

relating to railway infrastructure, **alternative fuels, clean** urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, **and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane**. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

100% for the expenditures relating to railway infrastructure, **zero-emission mobility, decarbonised** urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation, **energy efficiency** and renewable energy; ii) 40% for **sustainable navigable** inland waterways and multimodal transport. **In order to address the European Court of Auditors' recommendations, climate mainstreaming and climate proofing mechanisms should differentiate between mitigation and adaptation, and be materialised ex ante through all programming and planning processes rather than simply reported ex post**. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

¹⁸ COM(2018) 321, page 13

Amendment 4

Proposal for a regulation Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the

Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or ***alternative fuels***. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or ***zero-emission technologies and infrastructure for transport***. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment 5

Proposal for a regulation Recital 10

Text proposed by the Commission

(10) It is necessary to promote investments in favour of smart, ***sustainable***, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

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

Amendment

(10) It is necessary to promote investments in favour of smart, ***zero-emission***, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

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

Amendment 6

Proposal for a regulation

Recital 11

Text proposed by the Commission

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

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

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

Amendment

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

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

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

Amendment 7

Proposal for a regulation

Recital 13

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

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

Amendment 8

Proposal for a regulation Recital 17

(17) Regulation (EU) No 347/2013 of the European Parliament and of the Council²⁷ identifies the trans-European energy infrastructure priorities which need to be implemented in order to meet the Union's energy and climate policy objectives, identifies projects of common interest necessary to implement those priorities, and lays down measures in the field of the granting of permits, public involvement and regulation to speed up and/or facilitate the implementation of those projects, including criteria for the eligibility of such projects for Union

(17) Regulation (EU) No 347/2013 of the European Parliament and of the Council²⁷ identifies the trans-European energy infrastructure priorities which need to be implemented in order to meet the Union's energy and climate policy objectives, identifies projects of common interest necessary to implement those priorities, and lays down measures in the field of the granting of permits, public involvement and regulation to speed up and/or facilitate the implementation of those projects, including criteria for the eligibility of such projects for Union financial assistance. ***The list of projects of***

financial assistance.

common interest and of eligibility criteria should be revised to take fully into account the goals and objectives of the Paris Agreement as well as the Union's climate and energy targets for 2030 and beyond.

²⁷ Regulation (EU) No 347/2013 of the European Parliament and of the Council of 17 April 2013 on guidelines for trans-European energy infrastructure and repealing Decision No 1364/2006/EC and amending Regulations (EC) No 713/2009, (EC) No 714/2009 and (EC) No 715/2009 (OJ L 115, 25.4.2013, p. 39).

²⁷ Regulation (EU) No 347/2013 of the European Parliament and of the Council of 17 April 2013 on guidelines for trans-European energy infrastructure and repealing Decision No 1364/2006/EC and amending Regulations (EC) No 713/2009, (EC) No 714/2009 and (EC) No 715/2009 (OJ L 115, 25.4.2013, p. 39).

Amendment 9

Proposal for a regulation Recital 19

Text proposed by the Commission

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

Amendment

(19) While completion of network infrastructure remains the priority to achieve the development of renewable energy, integrating cross-border cooperation on renewable energy reflects the approach adopted under the Clean Energy for all Europeans initiative with a collective responsibility to reach ***at least 32% of*** renewable energy in 2030 and the changed policy context with ambitious long-term decarbonisation objectives.

Amendment 10

Proposal for a regulation Recital 20

Text proposed by the Commission

(20) Innovative infrastructure technologies that enable the transition to a ***low carbon*** energy and mobility systems

Amendment

(20) Innovative infrastructure technologies that enable the transition to a ***zero-carbon*** energy and mobility systems

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

²⁸ COM(2017) 718

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

²⁸ COM(2017) 718

Amendment 11

Proposal for a regulation Recital 32 a (new)

Text proposed by the Commission

Amendment

(32a) Utmost transparency, accountability and democratic scrutiny of innovative financial instruments and mechanisms that involve the Union budget, especially as regards their contribution, both expected and achieved, to reaching Union objectives, should be ensured.

Amendment 12

Proposal for a regulation Recital 35

Text proposed by the Commission

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

Amendment

(35) At Union level, the European Semester of economic policy coordination is the framework to identify national reform priorities and monitor their implementation. Member States develop their own national multiannual investment strategies in support of these reform priorities. These strategies should be presented alongside the yearly National Reform Programmes as a way to outline and coordinate priority investment projects to be supported by national and/or Union funding, ***and avoid any contradiction with the priorities of the Union, including the Union's commitments to implement the Paris Agreement***. They should also serve to use Union funding in a coherent manner and to maximise the added value of the financial support to be received notably from the European Regional Development Fund (ERDF) and Cohesion Fund, the European Investment Stabilisation Function, InvestEU and the Connecting Europe Facility, where relevant. Financial support should also be used in a manner consistent with Union and national energy and climate plans.

Amendment 13

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

Text proposed by the Commission

(b) *"alternative fuels" means alternative fuels as defined in Article 2(1) of Directive 2014/94/EU;*

Amendment

deleted

Amendment 14

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

Text proposed by the Commission

(n) "studies" means activities needed to prepare project implementation, such as preparatory, mapping, feasibility, evaluation, testing and validation studies, including in the form of software, and any other technical support measure, including prior action to define and develop a project and decide on its financing, such as reconnaissance of the sites concerned **and** preparation of the financial package;

Amendment

(n) "studies" means activities needed to prepare project implementation, such as preparatory, mapping, feasibility, evaluation, testing and validation studies, including in the form of software, and any other technical support measure, including prior action to define and develop a project and decide on its financing, such as reconnaissance of the sites concerned, preparation of the financial package, **as well as Environmental Impact Assessments and Strategic Environmental Assessments**;

Amendment 15

Proposal for a regulation
Article 3 – paragraph 1

Text proposed by the Commission

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

Amendment

1. The Programme has the general objective to develop and modernise the trans-European networks in the fields of transport, energy and digital and to facilitate cross-border cooperation in the field of renewable energy, taking into account the long-term decarbonisation commitments and with emphasis on synergies among sectors. ***The Programme supports especially infrastructure projects that contribute to minimising external costs in the fields of safety, the environmental and climate.***

Amendment 16

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

Text proposed by the Commission

Amendment

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

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

Amendment 17

Proposal for a regulation

Article 3 – paragraph 2 – point b

Text proposed by the Commission

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

Amendment

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

Amendment 18

Proposal for a regulation

Article 4 – paragraph 4

Text proposed by the Commission

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

Amendment

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

Amendment 19

Proposal for a regulation

Article 4 – paragraph 8

Text proposed by the Commission

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

Amendment

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

Amendment 20

Proposal for a regulation

Article 6 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. Utmost importance shall be given to transparency, accountability and democratic scrutiny of innovative financial instruments and mechanisms that involve the Union budget, especially as regards their contribution, both expected and achieved, to reaching the objectives set out in this Regulation.

Amendment 21

Proposal for a regulation

Article 9 – paragraph 1

Text proposed by the Commission

1. Only actions contributing to the achievement of the objectives referred to in Article 3 are eligible for funding. Such actions include in particular studies, works and other accompanying measures necessary for the management and implementation of the Programme and the sector-specific guidelines.

Amendment

1. Only actions contributing to the achievement of the objectives referred to in Article 3 are eligible for funding. Such actions include in particular studies, works and other accompanying measures necessary for the management and implementation of the Programme and the sector-specific guidelines, ***including environmental impact assessments and strategic environmental assessments.***

Amendment 22

Proposal for a regulation

Article 9 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(a) Actions relating to efficient and interconnected networks:

Amendment

(a) Actions relating to ***sustainable***, efficient and interconnected networks:

Amendment 23

Proposal for a regulation

Article 9 – paragraph 2 – point b – introductory part

Text proposed by the Commission

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

Amendment

(b) Actions relating to smart, ***zero-emission***, inclusive, safe and secure mobility:

Amendment 24

Proposal for a regulation

Article 9 – paragraph 2 – point b – point iv

Text proposed by the Commission

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

Amendment

(iv) actions supporting new technologies and innovation, including automation, enhanced transport services, modal integration and ***adequate infrastructure for the deployment of zero-emission mobility***, in accordance with Article 33 of Regulation (EU) No 1315/2013;

Amendment 25

Proposal for a regulation

Article 13 – paragraph 1 – point i

Text proposed by the Commission

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

Amendment

(i) consistency with Union and national ***long-term strategies referred to in Regulation (EU) .../... [Governance Regulation], in compliance with the Paris Agreement***.

Amendment 26

Proposal for a regulation

Article 13 – paragraph 2

Text proposed by the Commission

2. The assessment of proposals against the award criteria shall take into account, ***where relevant***, the resilience to the adverse impacts of climate change through a climate vulnerability and risk assessment including the relevant adaptation measures.

Amendment

2. The assessment of proposals against the award criteria shall take into account the resilience to the adverse impacts of climate change through a climate vulnerability and risk assessment including the relevant adaptation measures.

Amendment 27

Proposal for a regulation

Article 19 – paragraph 2

Text proposed by the Commission

Amendment

2. The work programmes shall be adopted by the Commission by means of ***an implementing act. Those implementing acts shall be adopted*** in accordance with ***the examination procedure referred to in*** Article 22 of this Regulation.

2. The work programmes shall be adopted by the Commission by means of ***delegated acts***, in accordance with Article 24 of this Regulation.

Amendment 28

Proposal for a regulation

Article 23 – paragraph 1 – point –a (new)

Text proposed by the Commission

Amendment

(-a) to supplement this Regulation by adopting the work programmes referred to in Article 19;

Amendment 29

Proposal for a regulation

Annex I – part IV – point 3 – paragraph 1 – point f

Text proposed by the Commission

Amendment

(f) air and other local pollution;

(f) air, ***soil and water quality***, and other local pollution;

Amendment 30

Proposal for a regulation

Annex I – part IV – point 3 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) health;

Amendment 31

Proposal for a regulation

Annex I – part IV – point 4 – paragraph 5

Text proposed by the Commission

Amendment

The Commission shall, when selecting the

The Commission shall, when selecting the

cross-border projects in the field of renewable energy, aim for a manageable total number. The Commission shall endeavour to ensure an appropriate geographical balance in the identification of cross-border projects in the field of renewable energy. Regional groupings may be used for the identification of projects.

cross-border projects in the field of renewable energy, aim for a manageable total number. The Commission shall endeavour to ensure an appropriate geographical balance in the identification of cross-border projects in the field of renewable energy. Regional groupings may be used for the identification of projects, ***as well as regional cooperation mechanisms set out in Article 11 of Regulation (EU) .../... [Governance Regulation].***

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Establishing the Connecting Europe Facility	
References	COM(2018)0438 – C8-0255/2018 – 2018/0228(COD)	
Committees responsible Date announced in plenary	ITRE 14.6.2018	TRAN 14.6.2018
Opinion by Date announced in plenary	ENVI 14.6.2018	
Rapporteur Date appointed	Adina-Ioana Vălean 21.6.2018	
Rule 55 – Joint committee procedure Date announced in plenary	5.7.2018	
Date adopted	13.9.2018	
Result of final vote	+: 35 –: 1 0: 4	
Members present for the final vote	Marco Affronte, Margrete Auken, Catherine Bearder, Simona Bonafè, Paul Brannen, Soledad Cabezón Ruiz, Nessa Childers, Birgit Collin-Langen, Miriam Dalli, Seb Dance, José Inácio Faria, Elisabetta Gardini, Jens Gieseke, Sylvie Goddyn, Françoise Grossetête, Jytte Guteland, Urszula Krupa, Giovanni La Via, Jo Leinen, Lukas Mandl, Jiří Maštálka, Rory Palmer, Massimo Paolucci, Gilles Pargneaux, Bolesław G. Piecha, John Procter, Annie Schreijer-Pierik, Davor Škrlec, Nils Torvalds, Adina-Ioana Vălean, Damiano Zoffoli	
Substitutes present for the final vote	Linnéa Engström, Elena Gentile, Rebecca Harms, Carolina Punset, Bart Staes, Tiemo Wölken	
Substitutes under Rule 200(2) present for the final vote	Santiago Fisas Ayxelà, Tonino Picula, Lieve Wierinck	

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

35	+
ALDE	Catherine Bearder, Carolina Punset, Nils Torvalds, Lieve Wierinck
PPE	Birgit Collin Langen, José Inácio Faria, Santiago Fisas Ayxelà, Elisabetta Gardini, Jens Gieseke, Françoise Grossetête, Giovanni La Via, Lukas Mandl, Annie Schreijer Pierik, Adina Ioana Vălean
S&D	Simona Bonafè, Paul Brannen, Soledad Cabezón Ruiz, Nessa Childers, Miriam Dalli, Seb Dance, Elena Gentile, Jytte Guteland, Jo Leinen, Rory Palmer, Massimo Paolucci, Gilles Pargneaux, Tonino Picula, Tiemo Wölken, Damiano Zoffoli
Verts/ALE	Marco Affronte, Margrete Auken, Linnéa Engström, Rebecca Harms, Davor Škrlec, Bart Staes

1	-
GUE/NGL	Jiří Maštálka

4	0
ECR	Urszula Krupa, Bolesław G. Piecha, John Procter
ENF	Sylvie Goddyn

Key to symbols:

+ : in favour

- : against

0 : abstention

19.11.2018

OPINION OF THE COMMITTEE ON REGIONAL DEVELOPMENT

for the Committee on Transport and Tourism

on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014
(COM(2018)0438 – C8-0255/2018 – 2018/0228(COD))

Rapporteur for opinion: Mirosław Piotrowski

SHORT JUSTIFICATION

The proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility for the period 2021-2027 and repealing Regulations (EU) No. 1316/2013 and (EU) No 283/2014 aims at establishing a legal basis for the Connecting Europe Facility for the period 2021-2027. The main purpose of the Connecting Europe Facility is to support the implementation of EU policy targets in the transport, energy and digital infrastructure sectors through the development of trans-European networks. It is also proposed that CEF supports cross-border cooperation on renewable energy generation.

It is also assumed that Europe will move towards zero-fatalities, zero-emissions and zero-paper mobility to become a front-runner in the digital economy. A modern, clean, intelligent, sustainable, inclusive, safe and secure infrastructure will provide tangible benefits to European citizens and businesses, allowing them to travel, ship goods, have access to energy and high-quality digital services in an efficient way.

The Connecting Europe Facility is also supposed to contribute to sustainable growth, which in turn will foster social integration by establishing modern, high-efficiency trans-European networks. This initiative will bring benefits to the whole European Union. This means both increased competitiveness and economic, social and territorial cohesion, and reduction of greenhouse gas emissions, better air quality, promotion of alternative fuels and supporting further development of renewable energy sources.

However, these objectives cannot be accomplished without paying attention to energy security issues and therefore it is necessary to develop actions to stop being dependent on fossil fuels from outside the EU. As part of the zero emission policy, it is necessary to support the clean coal technology – gasifying coal to obtain hydrogen as a 21st century fuel. This will also contribute to the implementation of the EU climate policy and allow reduction of CO₂ emissions.

It is important to promote the development of inland waterways with a special focus on the east-west and north-south connections. The core TEN-T network corridors should be extended by new inland waterways, it is necessary to increase funding for waterways as environmentally-friendly transport routes.

Member states' right to financial control should be stressed. The regulation should state that applications for EU funding must receive prior authorisation from the Member States. The European Commission should manage the programme in close cooperation with the Member States according to clearly defined principles. In order to achieve the purpose of the CEF, it must take account of the Member States' national investment strategies. Coordination by the Member States is necessary in the process of applying in order to ensure optimal use of available funds, especially that part of the budget is transferred from the Cohesion Fund and projects are to be financed as part of different lines and calls for proposals. The Member State's role and duties should be defined in this Regulation in order to ensure a clear, precise and uniform management system throughout the programming period, which would be a clear legal basis for all parties involved.

Priority should be given to financing cross-border transport sections and EU border regions.

The cross-border section should be clearly defined. Compared to the regulation in force, it has been removed from the proposed regulation. This is important because cross-border projects are one of the main priorities in financing.

According to the specific objective in the transport sector, defined in the proposed regulation, which is to adjust the TEN-T network to military mobility needs, in special cases it should be possible to finance transport infrastructure not covered by the TEN-T network if it is situated along a route parallel to the route of key importance for military mobility.

AMENDMENTS

The Committee on Regional Development calls on the Committee on Transport and Tourism, as the committee responsible, to take into account the following amendments:

Amendment 1

Proposal for a regulation

Recital 1

Text proposed by the Commission

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

Amendment

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

Amendment 2

Proposal for a regulation

Recital 3

Text proposed by the Commission

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

Amendment

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

as the proposed 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Amendment 3

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to **implement** the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based *inter alia* on the following Rio markers: i. 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO₂ transportation and renewable energy; 40% for inland waterways and multimodal transport, and gas infrastructure – if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential **long term** climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with

Amendment

(4) Reflecting the importance of tackling climate change in line with **the** Union's commitments to **implementing** the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based *inter alia* on the following Rio markers: i. 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO₂ transportation and renewable energy; 40% for inland waterways and multimodal transport, and gas infrastructure – if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential **long-term** climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to **long-term** climate proofing in accordance with

guidance that should be developed by the Commission ***coherently*** with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

guidance that should be developed by the Commission ***in a manner consistent*** with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Amendment 4

Proposal for a regulation Recital 6

Text proposed by the Commission

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

Amendment

(6) An important objective of this Programme is to deliver increased synergies ***and complementarities*** between the transport, energy and digital ***sectors, bearing in mind the rapid development of new technologies in these areas***. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility, ***including the necessary digital infrastructure*** or alternative fuels. In addition, the Programme should allow, within each sector ***mentioned above***, the possibility ***of considering*** eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between ***the above-mentioned*** sectors should be incentivized through the award criteria for the selection of actions ***and complementarities with other Union instruments should also be pursued***.

Amendment 5

Proposal for a regulation Recital 7

(7) The trans-European transport network (TEN-T) guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council¹⁹ (hereafter ‘TEN-T guidelines’) identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of the core network by 2030 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure.

(7) The trans-European transport network (TEN-T) guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council¹⁹ (hereafter ‘TEN-T guidelines’) identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of the core network by 2030 through the creation of new infrastructure **and new cross-border connections**, as well as the substantial upgrading and rehabilitation of existing infrastructure. ***In parallel to the completion of the core network, priority will be given to providing environmentally friendly public transport links to TEN-T nodes.***

¹⁹ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

¹⁹ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

Amendment 6

Proposal for a regulation Recital 8

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

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links, the missing links, **transport bottlenecks and urban nodes** and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No

development regarding performance and interoperability.

1315/2013 and to the overall network development regarding performance and interoperability.

Amendment 7

Proposal for a regulation

Recital 9

Text proposed by the Commission

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

Amendment

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

Amendment 8

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support,

Amendment

(10) It is necessary to promote investments in favour of smart, ***balanced***, sustainable, inclusive, safe and secure mobility ***adapted to local and regional development needs*** throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by

where relevant through this Programme.

Union financial support, where relevant through this Programme.

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

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

Amendment 9

Proposal for a regulation Recital 11

Text proposed by the Commission

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

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

Amendment

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

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

28.10.2014, p. 1).

²² Commission Communication

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

28.10.2014, p. 1).

²² Commission Communication

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

Amendment 10

Proposal for a regulation

Recital 13

Text proposed by the Commission

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

Amendment

(13) In order to improve the completion of ***missing links or allow for the reactivation of existing links which are out of order in cross-border*** transport projects in less developed parts of the network, a Cohesion Fund allocation to the Programme ***could be envisaged in Regulation (EU) XXX [CPR]*** to finance transport projects in the Member States eligible for financing from the Cohesion Fund. ***The conditions applicable to the transfer will be decided in the Regulation mentioned above, following the 2014-2020 methodology as regards the respective*** national allocations The Commission should ***offer maximum*** support ***to*** the Member States eligible for financing from the Cohesion Fund ***with priority to the improvement of existing cross-border links, investment in regions with heavy traffic and the creation of missing links, with a view to tackling transport bottlenecks. The Commission should support Member States*** in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Amendment 11

Proposal for a regulation

Recital 15

Text proposed by the Commission

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

²⁶ COM(2017)623

Amendment

(15) In its Communication "A stronger and renewed strategic partnership with the EU's outermost regions"²⁶, the Commission highlighted the outermost regions' specific transport needs and the necessity to provide Union funding to match these needs, including through the Programme. ***The Memorandum on the outermost regions of June 2017 stresses the importance of creating a transport network which takes into account the reality in the outermost regions and incorporates measures on overland, maritime and air transport - including incentives for the development of intermodal transport - that are duly adapted to suit them, in accordance with Article 349.***

²⁶ COM(2017)623

Amendment 12

Proposal for a regulation

Recital 18

Text proposed by the Commission

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

Amendment

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

Amendment 13

Proposal for a regulation

Recital 19

Text proposed by the Commission

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

Amendment

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

Amendment 14

Proposal for a regulation **Recital 21**

Text proposed by the Commission

(21) The achievement of the digital single market relies on the underlying digital connectivity infrastructure. The digitalisation of European industry and the modernisation of sectors like transport, energy, healthcare and public administration depend on universal access to reliable, affordable, high and very high capacity networks. Digital connectivity has become one of the decisive factors to close economic, social and territorial divides, supporting the modernisation of local economies and underpinning the diversification of economic activities. The scope of intervention of the Programme in the area of digital connectivity infrastructure should be adjusted to reflect its increasing importance for the economy and the society at large. Therefore, it is necessary to set out the digital connectivity infrastructure projects of common interest needed to meet Union's digital single market objectives, and to repeal Regulation (EU) No 283/2014 of the European

Amendment

(21) The achievement of the digital single market relies on the underlying digital connectivity infrastructure. The digitalisation of European industry and the modernisation of sectors like transport, energy, healthcare and public administration depend on universal access to reliable, affordable, high and very high capacity networks. Digital connectivity has become one of the decisive factors to close economic, social and territorial divides, supporting the modernisation of local **and regional** economies and underpinning the diversification of economic activities. ***Together with automated driving, digitalisation is one of the most effective means to address the structural disadvantage of rural areas and should therefore be encouraged more.*** The scope of intervention of the Programme in the area of digital connectivity infrastructure should be adjusted to reflect its increasing importance for the economy and the society at large, ***including through better***

Parliament and of the Council²⁹.

²⁹ Regulation (EU) No 283/2014 of the European Parliament and of the Council of 11 March 2014 on guidelines for trans-European networks in the area of telecommunications infrastructure and repealing Decision No 1336/97/EC (OJ L 86, 21.3.2014, p. 14).

public access to digital technology.

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

²⁹ Regulation (EU) No 283/2014 of the European Parliament and of the Council of 11 March 2014 on guidelines for trans-European networks in the area of telecommunications infrastructure and repealing Decision No 1336/97/EC (OJ L 86, 21.3.2014, p. 14).

Amendment 15

Proposal for a regulation

Recital 24

Text proposed by the Commission

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

Amendment

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

Owing to the remoteness of the outermost regions from the European continent, Internet connectivity plays a fundamental role in their territorial cohesion and in promoting equal opportunities, creating jobs and improving living conditions for people living there.

Amendment 16

Proposal for a regulation

Recital 26

Text proposed by the Commission

(26) The viability of the anticipated next generation digital services, such as Internet of Things services and applications which are expected to bring significant benefits across various sectors and for society as a whole, will require uninterrupted cross-border coverage with 5G networks, in particular in view of allowing users and objects to remain connected while on the move. However, the cost sharing scenarios for 5G deployment across these sectors remain unclear and the perceived risks of commercial deployment in some key areas are very high. Road corridors and train connections are expected to be key areas for the first phase of new applications in the area of connected mobility and therefore constitute vital cross-border projects for funding under this Programme.

Amendment

(26) The viability of the anticipated next generation digital services, such as Internet of Things services and applications which are expected to bring significant benefits across various sectors and for society as a whole, will require uninterrupted cross-border coverage with 5G networks, in particular in view of allowing users and objects to remain connected while on the move. However, the cost sharing scenarios for 5G deployment across these sectors remain unclear and the perceived risks of commercial deployment in some key areas ***such as user data security and protection*** are very high. Road corridors and train connections are expected to be key areas for the first phase of new applications in the area of connected mobility and therefore constitute vital cross-border projects for funding under this Programme.

Amendment 17

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) Unconnected territories in all areas of the Union, including in central ones, represent bottlenecks and unexploited

Amendment

(27) Unconnected territories in all areas of the Union, including in central ones, represent bottlenecks and unexploited

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

potential to the digital single market. In most rural and remote areas ***as well as in the outermost regions***, high quality Internet connectivity can play an essential role in preventing ***a*** digital divide ***and*** isolation, ***in developing new services and reducing the risk of*** depopulation, ***as well as in stimulating the economy*** by reducing the costs of delivery of both goods and services and partially compensating for remoteness. High quality Internet connectivity is necessary for new economic opportunities such as precision farming or the development of a bio-economy in rural areas ***and measures to attract young people to the countryside. Compliance with Article 349 of the TFEU could also be achieved by making the outermost regions a privileged place for rolling out 5G network through launching pilot projects.*** The Programme should contribute to providing all European households, rural or urban, with very high capacity fixed or wireless connectivity, focusing on those deployments for which a degree of market failure is observed and which can be addressed using low intensity grants. In doing so, the Programme should aim at achieving a comprehensive coverage of households and territories, as gaps in an already covered area are uneconomic to address at a later stage.

Amendment 18

Proposal for a regulation

Recital 28

Text proposed by the Commission

(28) The deployment of backbone electronic communications networks, including with submarine cables connecting European territories to third countries on other continents or connecting European islands or overseas territories to the mainland, is needed in order to provide necessary redundancy for such vital

Amendment

(28) The deployment of backbone electronic communications networks, including with submarine cables connecting European territories to third countries on other continents or connecting European islands, ***the outermost regions*** or overseas territories to the mainland, is needed in order to provide necessary

infrastructure, and to increase the capacity and resilience of the Union's digital networks. However, such projects are often commercially non-viable without public support.

redundancy for such vital infrastructure, and to increase the capacity and resilience of the Union's digital networks. However, such projects are often *financially and* commercially non-viable without public support. *Developing public-private partnerships could also be envisaged in this sense.*

Amendment 19

Proposal for a regulation Recital 35

Text proposed by the Commission

Amendment

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

deleted

Amendment 20

Proposal for a regulation Recital 43

Text proposed by the Commission

(43) When third countries or entities established in third countries participate in actions contributing to projects of common interest or to cross-border projects in the field of renewable energy, financial assistance should only be available if it is indispensable to the achievement of the objectives of these projects.

Amendment

(43) When third countries or entities established in third countries participate in actions contributing to projects of common interest or to cross-border projects in the field of renewable energy, financial assistance should only be available if it is indispensable to the achievement of the objectives of these projects. ***Clear criteria should be laid down for such projects.***

Amendment 21

**Proposal for a regulation
Recital 45**

Text proposed by the Commission

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

Amendment

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

Amendment 22

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

Text proposed by the Commission

Amendment

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

Amendment 23

Proposal for a regulation Article 3 – paragraph 1

Text proposed by the Commission

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

Amendment

1. The Programme has the general objective *of developing* and *modernising* the trans-European networks in the fields of transport, energy and digital, *as well as facilitating* cross-border cooperation *and links* in the field of renewable energy, *seriously* taking into account the long-term *low emission and* decarbonisation commitments and with emphasis on synergies *and complementarities* among sectors, *thus contributing to smart, sustainable and inclusive growth.*

Amendment 24

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

Text proposed by the Commission

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

Amendment

(i) to contribute to the development of projects of common *socio-economic, as well as cross border* interest relating to efficient, interconnected *and multimodal* networks and infrastructure, *and the connection of rural areas to TEN-T core networks, where appropriate, to create safe and secure mobility and a single, smart, sustainable and inclusive European transport area, including as regards persons with disabilities*;

Amendment 25

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

Text proposed by the Commission

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

Amendment

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

Amendment 26

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

Text proposed by the Commission

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

Amendment

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

Amendment 27

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

Text proposed by the Commission

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

Amendment

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

Amendment 28

Proposal for a regulation

Article 4 – paragraph 2 – point a – point ii

Text proposed by the Commission

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

Amendment

- (ii) EUR **XXX** transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in Member States eligible for funding from the Cohesion Fund, **as provided for in Article 104(4) of Regulation (EU) XXX [CPR]**;

Amendment 29

Proposal for a regulation

Article 4 – paragraph 2 – point b

Text proposed by the Commission

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

Amendment

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

Amendment 30

Proposal for a regulation

Article 4 – paragraph 4

Text proposed by the Commission

4. The amount referred to in paragraph 1 may be used for technical and administrative assistance for the

Amendment

4. The amount referred to in paragraph 1 may be **also** used for technical and administrative assistance for the

implementation of the Programme and the sector-specific guidelines, such as preparatory, monitoring, control, audit and evaluation activities including corporate information and technology systems. This amount may also be used to finance accompanying measures to support the preparation of projects.

implementation of the Programme and the sector-specific guidelines, such as preparatory, monitoring, control, audit and evaluation activities including corporate information and technology systems. This amount may also be used to finance accompanying measures to support the preparation of projects.

Amendment 31

Proposal for a regulation Article 4 – paragraph 8

Text proposed by the Commission

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

Amendment 32

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

Text proposed by the Commission

Amendment

8. **As regards** the amounts transferred from the Cohesion Fund, **the conditions for their allocation shall be provided for in Regulation (EU) XXX [CPR], following the 2014-2020 methodology as regards the respective national allocations and they shall be implemented in accordance with this Regulation and without prejudice to Article 14(2)(b). They shall finance sustainable** transport infrastructure projects in accordance with this Regulation, with priority to cross-border, **heavy traffic, transport bottlenecks and missing links, as well as the outermost regions.**

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

Amendment 33

Proposal for a regulation Article 4 – paragraph 9

Text proposed by the Commission

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

Amendment

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

Amendment 34

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

Text proposed by the Commission

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

Amendment

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

Amendment 35

Proposal for a regulation

Article 7 – paragraph 1

Text proposed by the Commission

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

Amendment

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

Amendment 36

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

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

Amendment

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

Amendment 37

Proposal for a regulation

Article 7 – paragraph 4 – introductory part

Text proposed by the Commission

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

Amendment

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

Amendment 38

Proposal for a regulation

Article 7 – paragraph 4 – point b

Text proposed by the Commission

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

Amendment

deleted

Amendment 39

Proposal for a regulation

Article 8 – paragraph 3 – point c

Text proposed by the Commission

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

Amendment

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

Amendment 40

Proposal for a regulation

Article 9 – paragraph 2 – point a – point i

Text proposed by the Commission

(i) actions implementing the core

Amendment

(i) actions implementing the core

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

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

Amendment 41

Proposal for a regulation

Article 9 – paragraph 2 – point a – point ii

Text proposed by the Commission

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

Amendment

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

Amendment 42

Proposal for a regulation

Article 9 – paragraph 2 – point a – point iii

Text proposed by the Commission

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

Amendment

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

Justification

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

Amendment 43

Proposal for a regulation

Article 9 – paragraph 2 – point a – point iv a (new)

Text proposed by the Commission

Amendment

(iva) study projects related to the comprehensive network

Amendment 44

Proposal for a regulation

Article 9 – paragraph 2 – point b – point iv

Text proposed by the Commission

Amendment

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

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

Amendment 45

Proposal for a regulation

Article 9 – paragraph 2 – point b – point viii

Text proposed by the Commission

Amendment

(viii) actions improving transport

(viii) actions improving transport

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

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

Amendment 46

Proposal for a regulation

Article 9 – paragraph 2 – point c

Text proposed by the Commission

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

Amendment

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

Amendment 47

Proposal for a regulation

Article 9 – paragraph 3 – point b

Text proposed by the Commission

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

Amendment

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

Amendment 48

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ba) actions supporting energy efficiency projects.

Amendment 49

Proposal for a regulation

Article 9 – paragraph 4 – point f

Text proposed by the Commission

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

Amendment

(f) actions implementing digital connectivity infrastructure requirements related to cross-border projects, ***and projects in the outermost regions as well as in mountain, island and remote regions***, in the areas of transport or energy and/or supporting operational digital platforms directly associated to transport or energy infrastructures.

Amendment 50

Proposal for a regulation

Article 11 – paragraph 2 – point b

Text proposed by the Commission

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

Amendment

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

Justification

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

Amendment 51

Proposal for a regulation

Article 13 – paragraph 1 – point a

Text proposed by the Commission

Amendment

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

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

Amendment 52

Proposal for a regulation

Article 13 – paragraph 1 – point b

Text proposed by the Commission

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

Amendment

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

Amendment 53

Proposal for a regulation

Article 13 – paragraph 1 – point c

Text proposed by the Commission

(c) cross-border dimension;

Amendment

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

Amendment 54

Proposal for a regulation

Article 13 – paragraph 1 – point g

Text proposed by the Commission

(g) catalytic effect of Union financial assistance on investment;

Amendment

(g) catalytic effect of Union financial assistance on investment ***and European added value***;

Amendment 55

Proposal for a regulation

Article 13 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) contribution to greater integration of the Union;

Amendment 56

Proposal for a regulation

Article 13 – paragraph 1 – point i

Text proposed by the Commission

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

Amendment

(i) consistency with ***and contribution to*** Union, national ***and, where appropriate, regional*** energy and climate plans;

Amendment 57

Proposal for a regulation

Article 13 – paragraph 1 – point i a (new)

Text proposed by the Commission

Amendment

(ia) connection of rural areas to the TEN-T network, where appropriate.

Amendment 58

Proposal for a regulation

Article 13 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. The assessment of proposals against the award criteria shall ensure that no proposal is accepted that creates or maintains infrastructure which is not accessible to everyone, including persons with disabilities.

Amendment 59

Proposal for a regulation

Article 14 – paragraph 1

Text proposed by the Commission

Amendment

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

1. For studies, the amount of Union financial assistance shall not exceed **40 %** of the total eligible cost. For studies financed with the amounts transferred from the Cohesion Fund, the maximum co-financing rates shall be those applicable to the Cohesion Fund as specified in paragraph 2 (b).

Amendment 60

Proposal for a regulation

Article 14 – paragraph 2 – point a

Text proposed by the Commission

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

Amendment

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

Amendment 61

Proposal for a regulation

Article 14 – paragraph 2 – point b

Text proposed by the Commission

(b) as regards the amounts transferred from the Cohesion Fund, the maximum co-financing rates shall be those applicable to the Cohesion Fund as referred to in the Regulation (EU) XXX [CPR]. These co-

Amendment

(b) as regards the amounts transferred from the Cohesion Fund, the maximum co-financing rates shall be those applicable to the Cohesion Fund as referred to in the Regulation (EU) XXX [CPR]. These co-

financing rates may be increased *to a maximum of 85%* for actions relating to cross-border links under the conditions specified in point (c) of this paragraph;

financing rates may be increased *up to 15 percentage points* for actions relating to cross-border links under the conditions specified in point (c) of this paragraph;

Amendment 62

Proposal for a regulation

Article 15 – paragraph 1 – point c

Text proposed by the Commission

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

Amendment

(c) expenditure related to the purchase of land shall be an eligible cost;

Amendment 63

Proposal for a regulation

Article 15 – paragraph 1 – point d

Text proposed by the Commission

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

Amendment

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

Amendment 64

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Amendment 65

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

Text proposed by the Commission

Amendment

(db) for amounts transferred from the Cohesion Fund, expenditure shall be eligible for funding if incurred by a beneficiary or private partner and paid in connection with operations implemented between 1 January 2021 and 31 December 2029.

Amendment 66

Proposal for a regulation
Article 17 – paragraph 2

Text proposed by the Commission

Amendment

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

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

Amendment 67

Proposal for a regulation
Article 18 – paragraph 2

Text proposed by the Commission

Amendment

2. Actions which comply with the following cumulative, comparative, conditions:

- (a) they have been assessed in a call for proposals under the Programme;
- (b) they comply with the minimum quality requirements of that call for proposals;
- (c) they may not be financed under that call for proposals due to budgetary

2. Actions which comply with the following cumulative, comparative, conditions:

- (a) they have been assessed in a call for proposals under the Programme;
- (b) they comply with the minimum quality requirements of that call for proposals;
- (c) they may not be financed under that call for proposals due to budgetary

constraints;

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

constraints;

Amendment 68

Proposal for a regulation Article 25 – paragraph 1

Text proposed by the Commission

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

Amendment

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

Amendment 69

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

Text proposed by the Commission

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

Amendment

deleted

Amendment 70

Proposal for a regulation

Annex I – part II – paragraph 1 – indent 2

Text proposed by the Commission

Amendment

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

deleted

Amendment 71

Proposal for a regulation

Annex I – part III – point 1 a (new)

Text proposed by the Commission

Amendment

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

at Cross Border

-Craiova-Vidin (Road Transport)

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

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	Establishing the Connecting Europe Facility	
References	COM(2018)0438 – C8-0255/2018 – 2018/0228(COD)	
Committees responsible Date announced in plenary	ITRE 14.6.2018	TRAN 14.6.2018
Opinion by Date announced in plenary	REGI 14.6.2018	
Rapporteur Date appointed	Mirosław Piotrowski 20.6.2018	
Rule 55 – Joint committee procedure Date announced in plenary	5.7.2018	
Discussed in committee	3.9.2018	
Date adopted	15.11.2018	
Result of final vote	+: –: 0:	25 12 3
Members present for the final vote	Pascal Arimont, Victor Boştinaru, Mercedes Bresso, Steeve Briois, Andrea Cozzolino, Rosa D’Amato, Tamás Deutsch, Raymond Finch, Iratxe García Pérez, Michela Giuffrida, Krzysztof Hetman, Ivan Jakovčić, Sławomir Kłosowski, Constanze Krehl, Martina Michels, Iskra Mihaylova, Andrey Novakov, Younous Omarjee, Konstantinos Papadakis, Mirosław Piotrowski, Stanislav Polčák, Liliana Rodrigues, Fernando Ruas, Monika Smolková, Ruža Tomašić, Ramón Luis Valcárcel Siso, Monika Vana, Matthijs van Miltenburg, Lambert van Nistelrooij, Derek Vaughan, Kerstin Westphal, Joachim Zeller	
Substitutes present for the final vote	Martina Anderson, Daniel Buda, Ivana Maletić, Tonino Picula, Bronis Ropė, Milan Zver	
Substitutes under Rule 200(2) present for the final vote	Mircea Diaconu, David Martin	

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

25	+
ALDE	Mircea Diaconu
PPE	Pascal Arimont, Daniel Buda, Tamás Deutsch, Krzysztof Hetman, Ivana Maletić, Lambert van Nistelrooij, Andrey Novakov, Stanislav Polčák, Fernando Ruas, Ramón Luis Valcárcel Siso, Joachim Zeller, Milan Zver
S&D	Victor Boştinaru, Mercedes Bresso, Andrea Cozzolino, Iratxe García Pérez, Michela Giuffrida, Constanze Krehl, David Martin, Tonino Picula, Liliana Rodrigues, Monika Smolková, Derek Vaughan, Kerstin Westphal

12	-
ALDE	Ivan Jakovčić, Iskra Mihaylova, Matthijs van Miltenburg
EFDD	Rosa D'Amato, Raymond Finch
ENF	Steeve Briois
GUE/NGL	Martina Anderson, Martina Michels, Younous Omarjee
NI	Konstantinos Papadakis
VERTS/ALE	Bronis Ropé, Monika Vana

3	0
ECR	Sławomir Kłosowski, Mirosław Piotrowski, Ruža Tomašić

Key to symbols:

+ : in favour

- : against

0 : abstention

PROCEDURE – COMMITTEE RESPONSIBLE

Title	Establishing the Connecting Europe Facility			
References	COM(2018)0438 – C8-0255/2018 – 2018/0228(COD)			
Date submitted to Parliament	7.6.2018			
Committees responsible Date announced in plenary	ITRE 14.6.2018	TRAN 14.6.2018		
Committees asked for opinions Date announced in plenary	AFET 14.6.2018	BUDG 14.6.2018	ENVI 14.6.2018	REGI 14.6.2018
Rapporteurs Date appointed	Henna Virkkunen 18.6.2018	Marian-Jean Marinescu 18.6.2018	Pavel Telička 18.6.2018	
Rule 55 – Joint committee procedure Date announced in plenary	5.7.2018			
Discussed in committee	29.8.2018	9.10.2018		
Date adopted	22.11.2018			
Result of final vote	+: –: 0:	71 19 3		
Members present for the final vote	Daniela Aiuto, Lucy Anderson, Marie-Christine Arnautu, Inés Ayala Sender, Georges Bach, Zigmantas Balčytis, Izaskun Bilbao Barandica, José Blanco López, Jonathan Bullock, Jerzy Buzek, Deirdre Clune, Michael Cramer, Edward Czesak, Jakop Dalunde, Luis de Grandes Pascual, Andor Deli, Karima Delli, Isabella De Monte, Christian Ehler, Ismail Ertug, Fredrick Federley, Jacqueline Foster, Igor Gräzin, Theresa Griffin, Hans-Olaf Henkel, Eva Kaili, Krišjānis Kariņš, Seán Kelly, Jaromír Kohlíček, Peter Kouroumbashev, Zdzisław Krasnodębski, Miapetra Kumpula-Natri, Christelle Lechevalier, Innocenzo Leontini, Janusz Lewandowski, Paloma López Bermejo, Peter Lundgren, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Edouard Martin, Gesine Meissner, Tilly Metz, Angelika Mlinar, Nadine Morano, Angelika Niebler, Morten Helveg Petersen, Markus Pieper, Gabriele Preuß, Carolina Punset, Christine Revault d’Allonnes Bonnefoy, Paul Rübig, Massimiliano Salini, David-Maria Sassoli, Algirdas Saudargas, Neoklis Sylikiotis, Dario Tamburrano, Claudia Țapardel, Keith Taylor, Pavel Telička, Evžen Tošenovský, István Ujhelyi, Marita Ulvskog, Vladimir Urutchev, Kathleen Van Brempt, Peter van Dalen, Wim van de Camp, Henna Virkkunen, Martina Werner, Lieve Wierinck, Anna Záborská, Flavio Zanonato, Janusz Zemke, Roberts Zīle, Carlos Zorrinho			
Substitutes present for the final vote	Pilar Ayuso, Mark Demesmaeker, Michael Gahler, Francesc Gambús, Benedek Jávor, Werner Langen, Olle Ludvigsson, Clare Moody, Bolesław G. Piecha, Franck Proust, Anders Sellström, Davor Škrlec, Theodor Dumitru Stolojan, Pavel Svoboda			
Substitutes under Rule 200(2) present for the final vote	Nedzhmi Ali, Ignazio Corrao, Siegfried Mureșan, Martin Sonneborn, Indrek Tarand			

FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE

71	+
ALDE	Nedzhmi Ali, Izaskun Bilbao Barandica, Fredrick Federley, Gesine Meissner, Angelika Mlinar, Morten Helveg Petersen, Carolina Punset, Pavel Telička, Lieve Wierinck
ECR	Edward Czesak, Mark Demesmaecker, Hans-Olaf Henkel, Zdzisław Krasnodębski, Bolesław G. Piecha, Evžen Tošenovský, Roberts Zile
EPP	Pilar Ayuso, Georges Bach, Jerzy Buzek, Deirdre Clune, Andor Deli, Christian Ehler, Michael Gahler, Francesc Gambús, Krišjānis Kariņš, Seán Kelly, Werner Langen, Innocenzo Leontini, Janusz Lewandowski, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Nadine Morano, Siegfried Mureşan, Angelika Niebler, Markus Pieper, Franck Proust, Paul Rübig, Massimiliano Salini, Algirdas Saudargas, Anders Sellström, Theodor Dumitru Stolojan, Pavel Svoboda, Vladimir Urutchev, Henna Virkkunen, Anna Záborská, Luis de Grandes Pascual, Wim van de Camp
S&D	Lucy Anderson, Inés Ayala Sender, Zigmantas Balčytis, José Blanco López, Isabella De Monte, Ismail Ertug, Theresa Griffin, Eva Kaili, Peter Kouroumbashev, Miapetra Kumpula-Natri, Olle Ludvigsson, Edouard Martin, Clare Moody, Gabriele Preuß, Christine Revault d'Allonnes Bonnefoy, David-Maria Sassoli, Claudia Țapardel, István Ujhelyi, Marita Ulvskog, Kathleen Van Brempt, Martina Werner, Flavio Zanonato, Janusz Zemke, Carlos Zorrinho

19	-
ALDE	Igor Gräzin
EFDD	Daniela Aiuto, Jonathan Bullock, Ignazio Corrao, Dario Tamburrano,
ENF	Marie-Christine Arnautu, Christelle Lechevalier,
GUE/NGL	Jaromír Kohlíček, Paloma López Bermejo, Neoklis Sylikiotis
NI	Martin Sonneborn
VERTS/ALE	Michael Cramer, Jakop Dalunde, Karima Delli, Benedek Jávor, Tilly Metz, Davor Škrlec, Indrek Tarand, Keith Taylor

3	0
ECR	Peter van Dalen, Jacqueline Foster, Peter Lundgren

Key to symbols:

+ : in favour

- : against

0 : abstention