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*Plenary sitting*

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**B8-0247/2018**

28.5.2018

## **MOTION FOR A RESOLUTION**

to wind up the debate on the statement by the Commission

pursuant to Rule 123(2) of the Rules of Procedure

on the Connecting Europe Facility after 2020  
(2018/2718(RSP))

**Merja Kyllönen**

on behalf of the GUE/NGL Group

**European Parliament resolution on the Connecting Europe Facility after 2020  
(2018/2718(RSP))**

*The European Parliament,*

- having regard to Articles 311, 312 and 323 of the Treaty on the Functioning of the European Union (TFEU),
  - having regard to Council Regulation (EU, Euratom) 2017/1123 of 20 June 2017 amending Regulation (EU, Euratom) No 1311/2013 laying down the multiannual financial framework for the years 2014-2020<sup>1</sup>,
  - having regard to 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 management<sup>2</sup>,
  - having regard to its resolution of 6 July 2016 on the preparation of the post-electoral revision of the MFF 2014-2020: Parliament's input ahead of the Commission's proposal<sup>3</sup>,
  - having regard to the Commission proposal of 14 September 2016 for a Council Regulation amending Regulation (EU, Euratom) No 1311/2013 laying down the multiannual financial framework for the years 2014-2020 (COM(2016)0604) and the accompanying staff working document (SWD(2016)0299),
  - having regard to the Commission proposal of 14 September 2016 for an amendment 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 management (COM(2016)0606),
  - having regard to the ratification of the Paris Agreement by the European Parliament on 4 October 2016 and by the Council on 5 October 2016,
  - having regard to its resolution of 26 October 2016 on the mid-term revision of the MFF 2014-2020<sup>4</sup>,
  - having regard to the opinion of the Committee of the Regions of 15 June 2016 – Mid-term revision of the multiannual financial framework (MFF)<sup>5</sup>,
  - having regard to Rule 123(2) of its Rules of Procedure,
- A. whereas the transport sector with its related infrastructure is essential for the

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<sup>1</sup> OJ L 163, 24.6.2017, p. 1.

<sup>2</sup> OJ C 373, 20.12.2013, p. 1.

<sup>3</sup> Texts adopted, P8\_TA(2016)0309.

<sup>4</sup> Texts adopted, P8\_TA(2016)0412.

<sup>5</sup> OJ C 17, 18.1.2017, p. 20.

development of any country, and for the wellbeing of the people of the Member States, and contributes to growth, social and economic inclusion and development by boosting the economic potential of every EU region;

- B. whereas the Connecting Europe Facility (CEF) was conceived as a joint, centrally managed funding programme for transport, energy and telecommunications infrastructure, as part of the Europe 2020 strategy for smart, sustainable and inclusive growth and the EU's 20-20-20 objectives in the area of energy and climate policy;
  - C. whereas the CEF provides a substantial share of EU funding for transport and energy projects and makes a major contribution to the decarbonisation of the European economy, thereby contributing to meeting the EU's emissions reduction targets under the Paris Climate Agreement;
  - D. whereas the kinds of projects co-financed by the CEF should match the EU's ambitions to increase connectivity on a European scale and to concentrate support on public goods of a European dimension; whereas the CEF contributes to the Commission's priorities for decarbonising Europe in accordance with the targets of the Paris Agreement, as ratified by all the Member States;
  - E. whereas, as far as European strategic investment is concerned, the Commission has already published its proposal for a regulation on streamlining measures for advancing the realisation of the trans-European transport network (TEN-T), and by 6 June 2018 is expected to have published its legislative proposal for the CEF post 2020;
1. Believes that, in the transport sector, priority should be given to projects which promote the development of environment-friendly modes of transport, improve cross-border connections, complete missing links and eliminate bottlenecks, where needed; considers, therefore, that in this scenario the CEF will be able to provide a concrete contribution to the ambition of achieving a harmonised and sustainable European transport area; stresses that the criteria for the award of EU financing needs to include an obligation to demonstrate how the project concerned will contribute to achieving climate targets;
  2. Insists, moreover, that the CEF should focus on providing EU added value to the development of connectivity in transport, mainly by focusing on projects at national, regional or local level that would not be accomplished without EU support; therefore considers that, where national funding is insufficient, the Commission should continue to allocate CEF funding in the form of grants to projects with wider regional and EU benefits;
  3. Highlights the benefits of the complementarity of the CEF, Horizon 2020 and the European Structural and Investment (ESI) Funds; points out that the European Regional Development Fund (ERDF) and the Cohesion Fund have a strong regional dimension that responds to local demand and sees financial support focused on the less-developed regions and the 15 Member States which are eligible for Cohesion Fund support; observes, moreover, that the CEF seeks to address centrally the EU-wide priority of a core TEN-T network by focusing on EU integration through cross-border connections and interconnections, bottleneck removal and interoperability projects;

4. Stresses that investment in EU transport infrastructure, when implemented with the EUR 11.3 billion transport contribution from the Cohesion Fund, should remain a well-balanced system of centrally managed and shared management sources;
5. Deems it necessary to update the CEF by focusing on interconnections and the completion of networks in peripheral areas and covering all transport needs, including digital solutions, modal shift and more sustainable transport; believes that this updated CEF should also prioritise more direct linkages between the core and comprehensive networks, including, for example, horizontal priorities such as the Motorways of the Sea (MoS) and inland waterways; believes this should be reflected in the lists of pre-identified projects included in the next CEF regulation;
6. Recalls that in order for the core network to be completed by 2030, an updated CEF will require more participation in decision-making by the citizens concerned, transparency in assessing and monitoring the environmental and financial implementation of funds, the improvement of modal integration, and the promotion of co-modal operations;
7. Welcome the introduction of cross-sectoral synergies in the CEF; expects the future sectoral policy guidelines and the CEF instrument to be made more flexible in order to facilitate synergies and to be more responsive to new technological developments and priorities such as digitalisation, while accelerating decarbonisation and addressing common societal challenges;
8. Emphasises that the CEF must remain an effective and targeted instrument for investment in trans-European infrastructure (TEN) in transport, energy and the digital sector and in order to contribute to the EU's priorities on sustainable jobs, growth and investment, while tackling climate change in line with all the related horizontal EU policies so as to achieve the decarbonisation of the EU by 2050;
9. Rejects and regards as outside the scope of both Regulation (EU) No 1315/2013 (on the TEN-T) and Regulation (EU) No 1316/2013 (on the CEF) any use or engagement of the CEF for the purposes of complying with the objectives of the EU action plan on military mobility;
10. Instructs its President to forward this resolution to the Commission and the Member States.