



2018/0138(COD)

17.9.2018

*****I**

DRAFT REPORT

on the proposal for a regulation of the European Parliament and of the Council
on streamlining measures for advancing the realisation of the trans-European
transport network

(COM (2018) 0277 – C8-0192/2018 – 2018/0138 (COD))

Committee on Transport and Tourism

Rapporteur: Dominique Riquet

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.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a regulation of the European Parliament and of the Council on streamlining measures for advancing the realisation of the trans-European transport network

(COM(2018)0277 – C8-0192/2018 – 2018/0138(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2018)0277),
 - having regard to Article 294(2) and Article 172 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C8-0192/2018),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the considered opinions submitted by the Czech Senate, the German Bundestag, the Irish Parliament and the Swedish Parliament under Protocol No 2 on the application of the principles of subsidiarity and proportionality, asserting that the draft legislative act does not comply with the principle of subsidiarity,
 - having regard to Rule 59 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism and the opinion of the Committee on Regional Development (A8-0000/2018),
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

Proposal for a regulation Recital 1

Text proposed by the Commission

(1) Regulation (EU) No 1315/2013 of the European Parliament and of the Council²² sets out a common framework for the creation of ***state-of-the-art***, interoperable networks for the development of the internal market. The trans-European transport networks (TEN-T) have a dual layer structure: the ***comprehensive*** network ***ensures connectivity of all regions*** of the ***Union*** ***whereas the core network consists of those elements of the network which are of the highest strategic importance for the Union***. Regulation (EU) No 1315/2013 defines binding completion targets for implementation, with the core network to be completed by 2030 and the comprehensive network by 2050.

²² 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

(1) Regulation (EU) No 1315/2013 of the European Parliament and of the Council²² sets out a common framework for the creation of interoperable networks ***structuring the territory of the EU in the service of citizens and*** for the development of the internal market. The trans-European transport networks (TEN-T) have a dual layer structure: the ***core*** network ***comprises those parts of the network which have the greatest strategic significance for the EU,*** and the ***comprehensive network ensures connectivity between all regions in the EU***. Regulation (EU) No 1315/2013 defines binding completion targets for implementation, with the core network to be completed by 2030 and the comprehensive network by 2050.

²² Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

Or. fr

Amendment 2

Proposal for a regulation Recital 2

Text proposed by the Commission

(2) Notwithstanding the necessity and binding timelines, experience has shown that many investments aiming to complete

Amendment

(2) Notwithstanding the necessity and binding timelines, experience has shown that many investments aiming to complete

the TEN-T are confronted with complex permit granting procedures, cross-border procurement procedures and other procedures. This situation jeopardises the ***on time*** implementation of projects and in many cases results in significant delays and increased costs. ***In order to address these issues and make synchronised TEN-T completion possible,, harmonised action is necessary*** at ***Union*** level.

the TEN-T are confronted with ***multiple***, complex permit granting procedures, cross-border procurement procedures and other procedures. This situation jeopardises the ***on-time*** implementation of projects and in many cases results in significant delays and increased costs ***and can even lead to projects being abandoned. Given these conditions, the synchronised completion of the TEN-T by the deadline set out in Regulation (EU) No 1315/2013 of the European Parliament and of the Council requires harmonised action*** at ***EU*** level.

Or. fr

Amendment 3

Proposal for a regulation Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) This regulation applies only to Union projects which are recognised as projects of common interest under Regulation (EU) No 1315/2013 on the core network of the trans-European transport network.

Or. fr

Amendment 4

Proposal for a regulation Recital 3

Text proposed by the Commission

(3) In the legal frameworks of many Member States priority treatment is given to certain project categories based on their strategic importance for the **economy**. Priority treatment is characterised by shorter timelines, simultaneous procedures or limited timeframes for appeals while ensuring that the objectives of other horizontal policies are also reached. When such a framework exists within a national legal framework, it should automatically apply to Union projects recognised as projects of common interest under Regulation (EU) No 1315/2013.

Amendment

(3) In the legal frameworks of many Member States priority treatment is given to certain project categories based on their strategic importance for the **Union**. Priority treatment is characterised by shorter timelines, simultaneous **and/or simplified** procedures or limited timeframes for appeals while ensuring that the objectives of other horizontal policies are also reached. When such a framework exists within a national legal framework, it should automatically apply to Union projects recognised as projects of common interest under Regulation (EU) No 1315/2013. ***It would be beneficial if Member States whose national legal frameworks lack such a priority treatment facility could set one up for projects of common interest concerned with the TEN-T core network.***

Or. fr

Justification

This recital is linked to the amendment to Article 3 of this regulation.

Amendment 5

Proposal for a regulation
Recital 4

Text proposed by the Commission

(4) In order to improve the effectiveness of the environmental assessments and streamline the decision-making process, where the obligation to carry out assessments related to environmental issues of core network projects arises simultaneously from Directive 2011/92/EU, as amended by Directive 2014/52/EU, and from other Union legislation such as Directive

Amendment

(Does not affect the English version.)

92/43/EEC, Directive 2009/147/EC, Directive 2000/60/EC, Directive 2008/98/EC, Directive 2010/75/EU, Directive 2012/18/EU and Directive 2011/42/EC, Member States should ensure that a joint procedure fulfilling the requirements of these Directives is provided.

Or. fr

Amendment 6

Proposal for a regulation Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) Given the large number of environmental assessments arising from various European directives and directives in national law which are necessary for granting permits to projects of common interest in the core network of the TEN-Ts, the Union should put in place a common, simplified and centralised procedure which fulfils the requirements of those directives in order to help achieve the objectives set out in this regulation aimed at increasing the streamlining of measures.

Or. fr

Amendment 7

Proposal for a regulation Recital 5

Text proposed by the Commission

Amendment

(5) Core network projects should be supported by integrated permit granting procedures to make clear management of the overall procedure possible and to

(5) Member States should designate a single competent authority in accordance with their national legal frameworks and administrative set-ups so that projects

provide a single entry point for investors. Member States should designate a competent authority in accordance with their national legal frameworks and administrative set-ups.

concerning the core network will benefit from the integration of permit granting procedures and having a single contact point for investors, thereby enabling clear and effective management of the comprehensive procedure.

Or. fr

Amendment 8

Proposal for a regulation Recital 8

Text proposed by the Commission

(8) Given the urgency to complete the TEN-T core network, the simplification of permit granting procedures should be accompanied by a time limit within which competent authorities responsible should make a comprehensive decision regarding the construction of the project. This time limit should stimulate a more efficient handling of procedures and should, under no circumstances, compromise the Union's high standards for environmental protection and public participation.

Amendment

(8) Given the urgency to complete the TEN-T core network, the simplification of permit granting procedures should be accompanied by a time limit within which competent authorities responsible should make a comprehensive decision regarding the construction of the project. This time limit should stimulate a more efficient handling of procedures and should, under no circumstances, compromise the Union's high standards for environmental protection and public participation.
Compliance with the deadlines set out in this regulation should be taken into account when projects are evaluated in terms of the project selection maturity criteria established by the Connecting Europe Facility.

Or. fr

Amendment 9

Proposal for a regulation Recital 12

Text proposed by the Commission

(12) The Commission is not

Amendment

(12) The Commission is not

systematically involved in the authorisation of individual projects. However, in some cases, certain aspects of the project preparation are subject to clearance at Union level. Where the Commission is involved in the procedures, it will give priority treatment to the Union projects of common interest and ensure certainty for project promoters. In some cases State aid approval might be required. In line with the Best Practice Code for the conduct of State aid control procedures, Member States may ask the Commission to deal with projects of common interest on the core network of the TEN-T they consider to be of priority with more predictable timelines under the case portfolio approach or the mutually agreed planning.

systematically involved in the authorisation of individual projects. However, in some cases, certain aspects of the project preparation are subject to clearance at Union level. Where the Commission is involved in the procedures, it will give priority treatment to the Union projects of common interest and ensure certainty for project promoters. In some cases State aid approval might be required. ***Without prejudice to the deadlines set out in this regulation and*** in line with the Best Practice Code for the conduct of State aid control procedures, Member States may ask the Commission to deal with projects of common interest on the core network of the TEN-T they consider to be of priority with more predictable timelines under the case portfolio approach or the mutually agreed planning.

Or. fr

Amendment 10

Proposal for a regulation

Article 2 – paragraph 1 – point a

Text proposed by the Commission

(a) "comprehensive decision" means the decision or set of decisions taken by a Member State authority or authorities not including courts or tribunals that determines whether or not a project promoter is to be granted authorisation to build the transport infrastructure needed to complete a project without prejudice to any decision taken in the context of an administrative appeal procedure;

Amendment

(a) "comprehensive decision" means the decision or set of decisions taken by ***the single competent authority of*** a Member State authority or authorities not including courts or tribunals that determines whether or not a project promoter is to be granted authorisation to build the transport infrastructure needed to complete a project without prejudice to any decision taken in the context of an administrative appeal procedure;

Or. fr

Amendment 11

Proposal for a regulation

Article 2 – paragraph 1 – point b

Text proposed by the Commission

(b) "permit granting procedures" means every procedure that has to be followed or step that has to be taken before the authorities of a Member State, under Union or national law, before the project promoter can implement the project;

Amendment

(b) "permit granting procedures" means every procedure that has to be followed or step that has to be taken before the authorities of a Member State, under Union or national law, before the project promoter can implement the project ***and starting from the date on which the acceptance of the file notification is signed by the single competent authority of the Member State;***

Or. fr

Amendment 12

Proposal for a regulation

Article 2 – paragraph 1 – point d

Text proposed by the Commission

(d) "single competent authority" means the authority which the Member State designates as responsible for performing the duties arising from this Regulation;

Amendment

(d) "single competent authority" means the authority which the Member State designates, ***in accordance with its national legal framework,*** as responsible for performing the duties arising from this Regulation;

Or. fr

Amendment 13

Proposal for a regulation

Article 4 – paragraph 1

Text proposed by the Commission

1. In order to meet the time limits set out in Article 6 and reduce the administrative burden related to the completion of projects of common interest,

Amendment

1. In order to meet the time limits set out in Article 6 and reduce the administrative burden related to the completion of projects of common interest,

all the **administrative** procedures resulting from the applicable law, both national and of the Union, shall be integrated and result in only one comprehensive decision.

all the **permit granting** procedures resulting from the applicable law, both national and of the Union **and including environmental assessments**, shall be integrated and result in only one comprehensive decision.

Or. fr

Amendment 14

Proposal for a regulation Article 4 – paragraph 2

Text proposed by the Commission

2. In the case of projects of common interest for which the obligation to carry out assessments of the effects on the environment arises simultaneously from Directive 2011/92/EU of the European Parliament and of the Council and other Union law, Member States shall ensure that joint procedures within the meaning of Article 2(3) of Directive 2011/92/EU are provided for.

Amendment

2. In the case of projects of common interest for which the obligation to carry out assessments of the effects on the environment arises simultaneously from Directive 2011/92/EU of the European Parliament and of the Council and other Union law, Member States shall ensure that joint procedures within the meaning of Article 2(3) of Directive 2011/92/EU are provided for **and shall comply with the deadlines set out in Article 6 of this regulation**.

Or. fr

Amendment 15

Proposal for a regulation Article 5 – paragraph 1

Text proposed by the Commission

1. By ... (OP please insert the date one year of the entry into force of this Regulation), each Member State shall designate one single competent authority which shall be responsible for facilitating the permit granting process **including** for making the comprehensive decision.

Amendment

1. By ... (OP please insert the date one year of the entry into force of this Regulation), each Member State shall designate one single competent authority which shall be responsible for facilitating the permit granting process **necessary** for making the comprehensive decision, **in**

accordance with paragraph 3 of this Article.

Or. fr

Amendment 16

Proposal for a regulation

Article 5 – paragraph 2 – subparagraph 1 – introductory part

Text proposed by the Commission

The **responsibility** of the single competent authority referred to in paragraph 1 and/or the tasks related to it may be delegated to, **or** carried out by, another authority at the appropriate administrative level, per project of common interest or per particular category of projects of common interest, under the following conditions:

Amendment

On the initiative of the single competent authority referred to in paragraph 1, ***its responsibility, its obligations*** and/or the tasks related to it may, ***with the agreement of the Member State***, be delegated to ***and*** carried out by another authority at the appropriate administrative level, per project of common interest or per particular category of projects of common interest, ***with the exception of making the comprehensive decision as set out in paragraph 3 of this Article***, under the following conditions:

Or. fr

Amendment 17

Proposal for a regulation

Article 5 – paragraph 3 – subparagraph 2

Text proposed by the Commission

The comprehensive decision issued by the single competent authority shall be the sole legally binding decision resulting from the statutory permit granting procedure. Where other authorities are concerned by the project, they may give their opinion as input to the procedure, in accordance with national legislation. This opinion shall be taken into account by the single competent authority.

Amendment

The comprehensive decision issued by the single competent authority shall be the sole legally binding decision resulting from the statutory permit granting procedure. Where other authorities are concerned by the project, they may give their opinion as input to the procedure, ***without prejudice to the deadlines set out in Article 6 and in*** accordance with national legislation. This opinion shall be taken into account by the

single competent authority.

Or. fr

Amendment 18

Proposal for a regulation

Article 5 a (new)

Text proposed by the Commission

Amendment

Article 5a

To ensure effective implementation of this regulation and in particular of its Article 6(a), the single competent authority shall inform the Commission of the start date of the permit granting procedure and the comprehensive decision, as set out in Article 6.

Or. fr

Amendment 19

Proposal for a regulation

Article 6 – paragraph 2

Text proposed by the Commission

Amendment

2. The pre-application phase, covering the period from the start of the permit granting procedure to the submission of the complete application file to the single competent authority, shall in principle not exceed ***two years***.

2. The pre-application phase, covering the period from the start of the permit granting procedure to the submission of the complete application file to the single competent authority, shall in principle not exceed ***21 months***.

Or. fr

Amendment 20

Proposal for a regulation

Article 6 – paragraph 3

Text proposed by the Commission

3. In order to launch the permit granting procedure, the project promoter shall notify the single competent authority of the Member States concerned about the project in writing, and shall include a detailed description of the project. No later than **two months** following the receipt of the above notification, the single competent authority shall either acknowledge it or, if it considers that the project is not mature enough to enter the permit granting procedure, reject the notification in writing. If the single competent authority decides to reject the notification, it shall justify its decision. The date of signature of the acknowledgement of the notification by the competent authority shall serve as the start of the permit granting procedure. If two or more Member States are concerned, the date of the acceptance of the last notification by the competent authority concerned shall serve as the date of the start of the permit granting procedure.

Amendment

3. In order to launch the permit granting procedure, the project promoter shall notify the single competent authority of the Member States concerned about the project in writing, and shall include a detailed description of the project. No later than **one month** following the receipt of the above notification, the single competent authority shall either acknowledge it or, if it considers that the project is not mature enough to enter the permit granting procedure, reject the notification in writing. If the single competent authority decides to reject the notification, it shall justify its decision. The date of signature of the acknowledgement of the notification by the competent authority shall serve as the start of the permit granting procedure. If two or more Member States are concerned, the date of the acceptance of the last notification by the competent authority concerned shall serve as the date of the start of the permit granting procedure.

Or. fr

Amendment 21

Proposal for a regulation

Article 6 – paragraph 4 – point b – point i

Text proposed by the Commission

(i) the decisions and **opinions** to be obtained;

Amendment

(i) the decisions, **opinions** and **assessments** to be obtained;

Or. fr

Amendment 22

Proposal for a regulation

Article 6 – paragraph 4 – point b – point ii

Text proposed by the Commission

(ii) the authorities, stakeholders, and the public likely to be concerned;

Amendment

(ii) the authorities, stakeholders, and the public likely to be concerned **and/or consulted**;

Or. fr

Amendment 23

Proposal for a regulation

Article 6 – paragraph 6

Text proposed by the Commission

6. The project promoter shall submit the application file based on the detailed application outline within the period of **21** months from the receipt of that detailed application outline. After the expiry of that period, the detailed application outline is no longer considered applicable, unless the single competent authority decides to prolong that period, on the basis of a justified request from the project promoter.

Amendment

6. The project promoter shall submit the application file based on the detailed application outline within the period of **18** months from the receipt of that detailed application outline. After the expiry of that period, the detailed application outline is no longer considered applicable, unless the single competent authority decides, **on its own initiative**, to prolong that period **by a maximum of 6 months**, on the basis of a justified request from the project promoter.

Or. fr

Amendment 24

Proposal for a regulation

Article 6 – paragraph 8

Text proposed by the Commission

8. The single competent authority shall assess the application and adopt a comprehensive decision within the period of **one year** from the date of submission of the complete application file in accordance

Amendment

8. The single competent authority shall assess the application and adopt a comprehensive, **binding** decision within the period of **9 months** from the date of submission of the complete application file

with paragraph 7. Member States may set an earlier time-limit, where appropriate.

in accordance with paragraph 7. Member States may set an earlier time-limit, where appropriate.

Or. fr

Amendment 25

Proposal for a regulation Article 6 a (new)

Text proposed by the Commission

Amendment

Article 6a

Permit granting procedure and financial assistance from the Union

1. In accordance with the procedure set out in Article 6 of this regulation, the state of progress of the project shall be taken into account when evaluating projects according to the selection maturity criteria of projects set out in Article 13 of Regulation (EU) .../... [establishing the Connecting Europe Facility.

2. Delays occurring with regard to the stages and deadlines set out in Article 6 will justify an investigation of the state of progress of the project and a revision of the financial assistance received by the Union under the Connecting Europe Facility, as provided for in Article 17(1) of Regulation (EU) .../... [CEF] and might result in a reduction or the withdrawal of the grant.

Or. fr

Amendment 26

Proposal for a regulation Article 7 – paragraph 2

Text proposed by the Commission

2. The European Coordinator referred to in Article 45 of Regulation (EU)² No 1315/2013 shall be empowered to ***closely*** follow the permit granting procedure for cross-border projects of common interest and to facilitate contacts between the involved competent authorities.

Amendment

2. The European Coordinator referred to in Article 45 of Regulation (EU)² No 1315/2013 shall be empowered to follow the permit granting procedure for cross-border projects of common interest and to facilitate contacts between the involved competent authorities.

Or. fr

Amendment 27

**Proposal for a regulation
Article 7 – paragraph 3**

Text proposed by the Commission

3. Without prejudice to the obligation to comply with the time limits under this Regulation, if the time-limit for the comprehensive decision is not observed, the competent authority shall immediately inform the European Coordinator concerned about the measures taken or to be taken to conclude the permit granting procedure with the least possible delay. The European Coordinator may request the competent authority to regularly report on progress achieved.

Amendment

3. Without prejudice to the obligation to comply with the time limits under this Regulation, if the time-limit for the comprehensive decision is not observed, the ***single*** competent authority shall immediately inform ***the Commission and, where appropriate,*** the European Coordinator concerned about the measures taken or to be taken to conclude the permit granting procedure with the least possible delay. The ***Commission and, where appropriate, the*** European Coordinator may request the ***single*** competent authority to regularly report on progress achieved.

Or. fr

Amendment 28

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

Text proposed by the Commission

2. In case the procurement procedures

Amendment

2. In case the procurement procedures

are conducted by a joint entity set up by the participating Member States, that entity shall apply the national provisions of one of those Member States and, by way of derogation from these Directives, those provisions shall be the provisions determined in accordance with point (a) of Article 57(5) of Directive 2014/25/EU of the European Parliament and of the Council or point (a) of Article 39(5) of Directive 2014/24/EU of the European Parliament and of the Council, as applicable, unless an agreement between the participating Member States provides otherwise. Such an agreement shall in any case provide for the application of a single national legislation *in case of* the procurement procedures conducted by a joint entity.

are conducted by a joint entity set up by the participating Member States, that entity, ***together with its subsidiaries, where appropriate***, shall apply the national provisions of one of those Member States and, by way of derogation from these Directives, those provisions shall be the provisions determined in accordance with point (a) of Article 57(5) of Directive 2014/25/EU of the European Parliament and of the Council or point (a) of Article 39(5) of Directive 2014/24/EU of the European Parliament and of the Council, as applicable, unless an agreement between the participating Member States provides otherwise. Such an agreement shall in any case provide for the application of a single national legislation ***for*** the procurement procedures conducted by a joint entity ***and, where appropriate, its subsidiaries, across the whole of the project.***

Or. fr

Amendment 29

Proposal for a regulation Article 11 – paragraph 1

Text proposed by the Commission

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

Amendment

This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union, ***with the exception of Articles 4, 5, 6 and 7, which shall apply when the single competent authority has been designated by the Member State, in accordance with Article 5(1).***

Or. fr

EXPLANATORY STATEMENT

The Union needs a network of modern, effective infrastructure at EU level which will connect its citizens and businesses and support the single market. In order to achieve this, the European institutions have designated trans-European transport networks (TEN-Ts) comprising a comprehensive network but above all a core network: a real backbone for the Union. Projects of common interest form part of this network and are the subject of this regulation, and they provide considerable European added value.

The completion of TEN-T networks is vital to achieving lasting, sustainable economic growth in the Union while ensuring its competitiveness in the face of increasing global competition. The Union and its Member States have set themselves a deadline of 2030 to complete the core network. This is expected to generate an additional EUR 4 500 billion or 1.8% of Union GDP and account for 13 million job-years until 2030.

BACKGROUND AND MOTIVATION FOR THE REGULATION

If nothing is done to speed things up, the 2030 target will not be met. Installation of the TEN-T core network infrastructure is beset by major problems. These are of two kinds,

- the first of which is financial. Given the budgetary restraints in the Member States and the very limited European budget, there is a need to attract huge levels of investment. An estimated EUR 500 billion in investment is required for the 2021-2030 period if the TEN-T core network is to be completed, with a further EUR 1 500 billion needed to complete the comprehensive TEN-T network by 2050.
- The second is regulatory and operational in nature. This regulation aims to reduce the regulatory barriers which pose considerable problems to project promoters and the completion of the TEN-Ts. In particular, the rapporteur notes that, over time, the increasing complexity and large number of studies, evaluations and consultations needed for projects to go ahead has made their implementation more difficult. For major infrastructure projects, for example, there is an average of eight years between the generation phase and the closure of the dossier for implementation. The lengthened deadlines give rise to considerable uncertainty for operators, a sharp rise in the cost of studies and the final cost of work, and a large number of appeals. These factors are demotivating not only for project promoters but also their partners – particularly their financial partners – because of the long, uncertain nature of the procedures and their outcomes. The situation is now so critical that it threatens to become prohibitive for promoters, with some projects never getting off the ground as they are regarded as too uncertain in view of the procedural complexity.

PROPOSALS MADE BY THE REPORT

It is against this background that the rapporteur welcomes this proposal for a regulation by the

Commission, which aims to better organise and to shorten the administrative procedures for the authorisation and implementation of projects of common interest concerning the core network of the trans-European transport network (TEN-T). This streamlining will not affect the nature or the content of administrative and regulatory formalities, which remain the responsibility of the Member States, in accordance with the subsidiarity principle. However, the regulation introduces provisions concerning organisation, deadlines, simplification and the introduction of a single point of contact, with the aim of tangibly reducing the uncertainty and costs.

- **Deadlines**
The rapporteur therefore welcomes and supports the introduction of clear, specific deadlines at each stage of the permit granting procedure. A maximum period for the whole of this procedure has also been introduced – and reduced to less than three years by the rapporteur – which is a significant improvement over the current situation.
- **Single competent authority**
The streamlining covers the establishment of a single point of contact for project promoters in each Member State with the designation of a single competent authority, which will undertake all permit granting procedures and will be the only authority able to make the single comprehensive decision. The rapporteur does, however, take into account the opportunity for the Member States to delegate this competence to another authority if this would be at a more appropriate level, as long as the principle of having a single competent authority and a single point of contact for promoters is adhered to.
- **Cross-border projects**
With regard to public procurement procedures for cross-border projects carried out by a joint entity between Member States, the rapporteur has reinforced the Commission proposal by providing for a single applicable law covering the whole of the project for the joint entity, including its subsidiaries.
- **Priority treatment**
The rapporteur also stresses the crucial importance of projects of common interest (the only projects which this regulation addresses) and their considerable European added value for achieving the Union's objectives, and therefore the priority treatment they should be accorded by the Member States in their legal frameworks.
- **Consistency with the CEF**
In addition, the rapporteur has introduced a new provision in the regulation which takes account of compliance with the deadlines set out in this regulation as one of the criteria for selecting projects submitted to the Connecting Europe Facility (CEF).

The rapporteur is convinced that a regulation such as this one can make a great contribution to the effective completion of TEN-T networks in the Union by reducing the risk of delays, increasing the level of certainty for project promoters and investors throughout the necessary procedures, and reinforcing *in fine* the participation of private investors. Swift adoption of the regulation would enable, among other things, projects of common interest under the new

CEF II programme, starting in 2020, to benefit.