



**2018/0228(COD)**

23.1.2019

# **COLUMN TABLE FOR INTERINSTITUTIONAL NEGOTIATIONS**

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))

Date of the trilogue: 22.1.2019

**Committee on Industry, Research and Energy**  
**Committee on Transport and Tourism – Negotiating team**



2018/0228 (COD)

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

(Text with EEA relevance)

	<b>COMMISSION PROPOSAL COM(2018) 438 FINAL</b>	<b>EP AMENDMENTS REPORT A8-0409/2018</b>	<b>COUNCIL PARTIAL GENERAL APPROACH ST 15146/18</b>	
1.	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		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	
2.	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,		THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	COM

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3.	Having regard to the Treaty on the Functioning of the European Union, and in particular Articles 172 and 194 thereof,		Having regard to the Treaty on the Functioning of the European Union, and in particular Articles 172 and 194 thereof,	COM
4.	Having regard to the proposal from the European Commission,		Having regard to the proposal from the European Commission,	COM
5.	After transmission of the draft legislative act to the national parliaments,		After transmission of the draft legislative act to the national parliaments,	COM
6.	Having regard to the opinion of the European Economic and Social Committee,		Having regard to the opinion of the European Economic and Social Committee,	COM
7.	Having regard to the opinion of the Committee of the Regions,		Having regard to the opinion of the Committee of the Regions,	COM
8.	Acting in accordance with the ordinary legislative procedure,		Acting in accordance with the ordinary legislative procedure,	COM
9.	Whereas:			COM
10.		<b>EP Amendment 1 Recital 1</b>		

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11.	(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, <b>telecommunications</b> 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.	(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation <b>and to respect the long-term decarbonisation commitments</b> , the Union needs an up-to-date, <b>multimodal</b> highperformance infrastructure to help connect and integrate the Union and all its regions, <b>including remote, outermost, insular, peripheral and mountainous ones</b> , in the transport, [...] <b>digital</b> and energy sectors. Those connections should help to improve the free movement of persons, <b>including PRM</b> , 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 <b>and sustainable</b> social market	(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.	

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		economy and to combating climate change.		

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12.	(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.		(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.	COM
13.		<b>EP Amendment 2</b> Recital 2 a (new)		

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14.		<i>(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;</i>		
15.		<b>EP Amendment 3</b> Recital 3		



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16.	(3) The Programme should <i>aim at supporting</i> 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.	(3) The Programme should [...] <i>contribute also to EU action against</i> climate change, <i>support</i> 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.	(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.	
17.		<b>EP Amendment 4</b> Recital 3 a (new)		

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18.		<i>(3a) The Programme should guarantee a high level of transparency, by providing access to the relevant documents especially in cases where projects affect the environment and human health. The assessment procedure of projects should also take into account social and cohesion criteria, and in particular acceptance by local communities.</i>		
19.		<b>EP Amendment 5</b> Recital 4		

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20.	<p>(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 objectives. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based <i>inter alia</i> on <b><i>the following</i></b> Rio markers:</p> <p>i) <b><i>100%</i></b> for the <b><i>the expenditures</i></b> relating to <b><i>railway</i></b> infrastructure, alternative fuels, clean</p>	<p>(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the <b><i>17</i></b> 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 objectives. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based <i>inter alia</i> on [...] Rio markers. [...] <b><i>expenditures</i></b> relating to [...] <b><i>rail and waterway infrastructure, charging infrastructure, alternative and sustainable fuels for all transport modes, energy efficiency,</i></b> clean urban</p>	<p>(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 <del>[25%]</del><b><i>1%</i></b> of the EU budget expenditures supporting climate objectives. Actions under this Programme [...] <b><i>should</i></b> contribute 60% of the overall financial envelope of the Programme to climate objectives, based <i>inter alia</i> on the following Rio markers:</p> <p>i) 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission,</p>	

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	<p>urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation <b>and</b> renewable energy;</p> <p>ii) <b>40% for</b> inland waterways and multimodal transport, and gas infrastructure - <b>if enabling increased use of renewable hydrogen or biomethane.</b> 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</p>	<p>transport, electricity transmission, electricity storage, smart grids, CO2 transportation [...], renewable energy, [...] inland waterways [...] multimodal transport and gas infrastructure [...] <b>should be compliant with climate objectives.</b> 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</p>	<p>electricity storage, smart grids, CO2 transportation and renewable energy;</p> <p>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</p>	

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	<p>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.</p>	<p>Commission coherently with the guidance developed for other programmes of the Union where relevant. <i>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;</i></p>	<p>accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.</p>	
21.	<p>(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</p>		<p>(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</p>	COM

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	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.		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.	
22.		<b>EP Amendment 6</b> Recital 6		
23.	(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital <i>sector</i> . For that purpose, the <i>Programme should provide for the adoption of crosssectoral work programmes that</i> could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each	(6) An important objective of this Programme is to deliver increased synergies <i>and complementarity</i> between the transport, energy and digital [...] <i>sectors</i> . For that purpose, the [...] work programmes [...] could <i>effectively</i> address specific intervention areas, for instance as regards connected and automated mobility [...], <i>sustainable</i> alternative fuels [...] <i>including the relevant infrastructure for all transport modes or joint cross-border</i>	(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	

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	<p>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.</p>	<p><i>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.</i> The Programme should allow, within each sector, the possibility to consider eligible some [...] <i>synergetic</i> 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, <i>as well as in terms of increased cofinancing.</i></p>	<p>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.</p>	

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24.	<p>(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 Council (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.</p>		<p>(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 Council<sup>5</sup> (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 <u>in order to ensure network continuity</u>.</p>	
25.		<b>EP Amendment 7 Recital 7 a (new)</b>		



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26.		<i>(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;</i>	<b><u>(7a)The programme should contribute to the completion of the TEN-T core network in all modes of transport, including roads in Member States still facing important investment needs for the completion of their core road network.</u></b>	
27.		<b>EP Amendment 8</b> Recital 8		

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28.	(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 <i>and the</i> 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.	(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority <i>the ongoing TEN-T projects as well as</i> cross-border links [...], <i>bottlenecks, horizontal priorities</i> , missing links <i>and urban nodes</i> 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.	(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.	
29.			<b><u>(8a)In particular, the full deployment of ERTMS on the core network by 2030 as foreseen by Regulation (EU) No 1315/2013 requires to scale-up support at European level and to</u></b>	

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			<u>incentivize the participation of private investors.</u>	
30.			<u>(8b)An important precondition for successful completion of the core TEN-T network and ensuring effective intermodality is also connection of airports to the TEN-T network. It is, therefore necessary to give priority to the connection of airports with the core TEN-T network, where these are missing.</u>	

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31.			<u>(8c) For the implementation of cross-border actions a high degree of integration in the planning and implementation is needed. Without prioritising any of the following examples, this integration could be demonstrated through the establishment of a single project company, a joint governance structure, a bilateral legal framework, an implementing act pursuant to Article 47 of Regulation (EU) No 1315/2013, or any other form of cooperation.</u>	
32.		<b>EP Amendment 9</b> Recital 8 a (new)		
33		<i>(8a) In some cases projects realised on the territory of one Member State have a substantial crossborder impact and create value which exceeds national</i>		

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		<i>borders, by enhancing crossborder 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.</i>		
34.		<b>EP Amendment 10</b> Recital 8 b (new)		
35.		<i>(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</i>		

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		<i>the continental ports in the core network and comprehensive network.</i>		
36.		<b>EP Amendment 11</b> Recital 9		
37.	(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors <i>and</i> their preidentified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and	(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors [...], their preidentified sections <i>and their capacity</i> should be adapted. These adaptations <i>to the core network should not affect its completion by 2030, should improve the corridors' coverage of the EU territory</i>	(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their preidentified 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	

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	coordination. For that reason the length of the core network corridors should not increase by more than 15%.	<i>and</i> 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 %. <i>Evolutions on the comprehensive network must be monitored and assessed in order to guarantee the relevance of the sections.</i>	core network corridors should not increase by more than 15%. <b><u>In due course, the alignment of the core network corridors should take into account the results of the review of the implementation of the core network as foreseen in Article 54 of Regulation (EU) No 1315/2013.</u></b>	
38.		<b>EP Amendment 12</b> Recital 10		

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39.	<p>(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented "Europe on the move", a wideranging 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.</p>	<p>(10) It is necessary to promote <i>public, and private</i> investments in favour of smart, <i>interoperable,</i> sustainable, <i>multimodal,</i> inclusive, <i>PRMaccessible,</i> safe and secure mobility throughout the Union <i>for all transport modes.</i> In 2017, the Commission presented "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, <i>for example to accelerate the implementation and retrofitting of the smart tachograph.</i></p>	<p>(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented "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.</p>	
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40.		EP Amendment 13 Recital 11		
41.	(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 <i>as well as</i> the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to <i>minimise</i> dependence on <i>oil</i> and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or refuelling points accessible	(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 [...] <i>and</i> the use of alternative fuels <i>while respecting the principle of technological neutrality</i> . Directive 2014/94/EU of the European Parliament and of the Council establishes a common framework of measures for the deployment of alternative fuels infrastructure <i>for all modes of transport</i> in the Union in order to [...] <i>reduce as far as possible the</i> dependence on [...] fossil fuels and to mitigate the environmental <i>and climate</i> impact of	(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 Council 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	

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	to the public are made available by 31 December 2025. As outlined in the Commission proposals 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.	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 proposals 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.	to the public are made available by 31 December 2025. As outlined in the Commission proposals 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	
42.		<b>EP Amendment 14</b> Recital 12		
43.	(12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean", the Commission highlighted that automated vehicles and advanced connectivity systems will make vehicles safer,	(12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean", the Commission highlighted that automated vehicles and advanced connectivity systems will make vehicles safer, easier	(12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean", the Commission highlighted that automated vehicles and advanced connectivity systems will make vehicles	

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	<p>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 <i>disabled</i>. 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.</p>	<p>to share and more accessible for all citizens, including those who may be cut-off from mobility services today, such as the elderly and [...] <i>people with reduced mobility</i>. 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. <i>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</i></p>	<p>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 disabled. 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.</p>	

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		<i>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.</i>		
44.		<b>EP Amendment 15</b> Recital 13		
45.	(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	(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	(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	

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	<p>Fund. In an initial phase <i>and within a limit of 70% of the transferred envelope</i>, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. <i>The remaining 30% of the transferred envelope</i> 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.</p>	<p>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. [...] <i>At the end of the initial phase, resources transferred to the Programme which have not been committed to a transport infrastructure project</i> should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to crossborder 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</p>	<p>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 crossborder 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.]</p>	

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		strengthening the institutional capacity of the public administrations concerned.		
46.		<b>EP Amendment 16</b> Recital 14		
47.	(14) Following the Joint Communication on improving <i>military</i> mobility in the European Union of November 2017, 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 Policy 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	(14) Following the Joint Communication on improving [...] <i>dual</i> mobility in the European Union of November 2017, 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 Policy <sup>2</sup> highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T, <i>with the overall aim of improving mobility across the Union.</i>	(14) Following the Joint Communication on improving military mobility in the European Union of November 2017, 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 Policy <sup>2</sup> 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	

<sup>1</sup> JOIN(2017) 41

<sup>2</sup> JOIN(2018) 5

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	<p>consider and validate the military requirements in relation to transport infrastructure and that, by 2019 the Commission services will identify the parts of the transEuropean transport network suitable for <i>military transport</i>, including <i>necessary upgrades of</i> existing infrastructure. Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of <i>specific</i> work programmes <i>specifying</i> the applicable requirements as defined in the context of the Action Plan.</p>	<p>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 transEuropean transport network suitable <i>also</i> for [...] <i>dual (civil and defence) use of the infrastructure</i>, including [...] <i>where there is the possibility to upgrade</i> existing infrastructure. <i>The infrastructure will always be for dual use.</i> Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of [...] work programmes [...] <i>through measurable actions complying with</i> the applicable requirements as defined in the context of the Action Plan.</p>	<p>invited to consider and validate the military requirements in relation to transport infrastructure and that, by 2019 the Commission services will identify the parts of the trans-European transport network suitable for military transport, including necessary upgrades of existing infrastructure. Union funding for the implementation of the dual-use projects should be implemented through the Programme on the basis of specific work programmes specifying the applicable requirements as defined in the context of the Action Plan.</p>	

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48.		<b>Amendment 17</b> Recital 14a (new)		
		<i>(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 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</i>		



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		<i>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;</i>		
50.		<b>EP Amendment 18</b> Recital 15		
51.	(15) In its Communication "A stronger and renewed strategic partnership with the EU's outermost regions", the Commission highlighted the outermost regions' specific transport	(15) In its Communication "A stronger and renewed strategic partnership with the EU's outermost regions", the Commission highlighted the outermost regions' specific transport,	(15)[...] <b><u>The TEN-T Guidelines recognise the comprehensive network as ensuring the accessibility and connectivity of all regions in the Union including the remote,</u></b>	

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	needs and the necessity to provide Union funding to match these needs, including through the Programme.	<i>energy and digital</i> needs and the necessity to provide <i>adequate</i> Union funding to match these needs, including through the Programme <i>by applying cofinancing rates up to a maximum of 85%</i> .	<b><u>insular and outermost regions.</u></b> <b><u>Further, in</u></b> its Communication "A stronger and renewed strategic partnership with the EU's outermost regions", the Commission highlighted the outermost regions' specific transport needs and the necessity to provide Union funding to match these needs, including through the Programme.	
52.		<b>EP Amendment 19</b> Recital 16		
53.	(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 decarbonization-digitalisation-urban investments (estimated	(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 decarbonization-digitalisation-urban investments (estimated at EUR 700 billion	(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 decarbonization-digitalisation-urban investments (estimated at EUR 700 billion	

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	<p>at EUR 700 billion during 2021-2027), it is appropriate to make the most efficient use of the various Union financing programmes and instruments <b>and</b> thus <b>maximise</b> the valueadded 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,</p>	<p>during 2021-2027), it is appropriate to <b>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</b> make the most efficient use of the various Union financing programmes and instruments, [...] <b>thus</b> [...] <b>maximising</b> 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</p>	<p>during 2021-2027), it is appropriate to make the most efficient use of the various Union financing programmes and instruments <b>and</b> thus <b>maximise</b> the valueadded 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</p>	

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	the European Social Fund Plus, the Cohesion Fund, and the European Maritime and Fisheries Fund and financial rules for those and for the Asylum and Migration Fund, the Internal Security Fund and the Border Management and Visa Instrument ('CPR') should be taken into account where relevant.	Council laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, and the European Maritime and Fisheries Fund and financial rules for those and for the Asylum and Migration Fund, the Internal Security Fund and the Border Management and Visa Instrument ('CPR') should be taken into account where relevant.	European Maritime and Fisheries Fund and financial rules for those and for the Asylum and Migration Fund, the Internal Security Fund and the Border Management and Visa Instrument ('CPR') should be taken into account where relevant.	
54.		<b>EP Amendment 20</b> Recital 17		
55.	(17) Regulation (EU) No 347/2013 of the European Parliament and of the Council 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	(17) Regulation (EU) No 347/2013 of the European Parliament and of the Council 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	(17) Regulation (EU) No 347/2013 of the European Parliament and of the Council 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	

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	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.	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. <i>The list of projects of common interest and TENE 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;</i>	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.	
56.	(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.		(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	COM

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57.		<b>EP Amendment 21</b> Recital 19		
58.	(19) While completion of network infrastructure remains the priority to achieve the development of renewable energy, integrating crossborder 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.	(19) While completion of network infrastructure remains the priority to achieve the development of renewable energy, integrating cross-border cooperation on renewable energy <b><i>and developing a smart and efficient energy system including storage and demand response solutions that help balance the grid,</i></b> 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, <b><i>ensuring a fair and adequate social transition,</i></b> with ambitious long-term decarbonisation objectives.	(19) While completion of network infrastructure remains the priority to achieve the development of renewable energy, integrating crossborder 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.	
59.		<b>EP Amendment 22</b>		

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		Recital 20		
60.	(20) Innovative infrastructure technologies that enable the transition to a low <b>carbon</b> 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", 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	(20) Innovative infrastructure technologies that enable the transition to a low [...] <b>emission</b> energy and mobility systems and improve security of supply, <b>seeking greater energy independence for the Union</b> , 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", 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,	(20) Innovative infrastructure technologies that enable the transition to a low carbon energy and mobility systems and improve security of supply are essential in view of the Union's decarbonisation agenda. In particular, in its Communication of 23 November 2017 "Communication on strengthening Europe's energy networks" <sup>1</sup> , 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	

<sup>1</sup> COM(2017) 718

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	<p>transport, industry and heating and cooling and that accordingly, the focus under the transEuropean energy infrastructure policy <i>is increasingly</i> on electricity interconnections, electricity storages <i>and</i> 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 <i>carbon</i> economy. The Commission will aim at increasing the number of crossborder smart grid, innovative storage as well as carbon dioxide transportation projects to be supported under the Programme.</p>	<p>industry and heating and cooling and that accordingly, the focus under the transEuropean energy infrastructure policy [...] <i>must be</i> on electricity interconnections, electricity storages [...] smart grids projects, <i>and gas infrastructure investments</i>. To support the Union's decarbonisation objectives, <i>internal market integration and security of supply</i>, due consideration and priority should be given to technologies and projects contributing to the transition to a low [...] <i>emission</i> economy. The Commission will aim at increasing the number of crossborder smart grid, innovative storage as well as carbon dioxide transportation projects to be supported under the Programme.</p>	<p>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.</p>	



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61.			<p><u>(20a) Cross-border projects in the field of renewable energy shall enable cost-effective deployment for renewables in the Union, achievement of the Union's binding target of at least 32% renewable energy in 2030 as referred to in Article 3 of [recast of Directive 2009/28/EC as proposed by COM(2016) 767] and contribute to the strategic uptake of innovative renewables technologies. Illustrative examples for eligible technologies include renewables generation from on- and offshore wind, solar energy, sustainable biomass, ocean energy, geothermal energy or combinations thereof; their grid connection and additional elements such as storage or conversion facilities. Eligible</u></p>	

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			<p><u>action is not limited to the electricity sector and can cover other energy carriers and potential sector coupling for example with heating and cooling, power to gas, storage and transport. This listing is non-exhaustive in order to keep flexibility with regard to technological advances and developments. Such projects do not necessarily entail a physical link between the cooperating Member States. These projects can be located on the territory of only one involved Member State provided that the general criteria of Annex part IV apply.</u></p>	
62.		<p><b>EP Amendment 23</b> Recital 20 a (new)</p>		

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63.		<i>(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.</i>		
64.		<b>EP Amendment 24</b> Recital 20 b (new)		

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65.		<p><i>(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.</i></p>	<p><b><u>(20b) Special consideration in the EU support should be given to energy cross-border interconnections, including those necessary to reach the electricity interconnection targets, notably the 10% interconnection target for 2020 established by the European Council. Deployment of electricity interconnectors is crucial for integrating markets, enabling more renewables in the system and benefiting from their different demand and renewable supply portfolio, off-shore wind networks and smart grids, integrating all countries into a liquid and competitive energy markets.</u></b></p>	

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66.	<p>(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</p>		<p>(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</p>	COM

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	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 Council.		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 Council	
67.		<b>EP Amendment 25</b> Recital 22		
68.	(22) The Communication on "Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society" (the Gigabit Society Strategy) sets out strategic objectives for 2025, in view of optimising investment in	(22) The Communication on "Connectivity for a ompetitive Digital Single Market - Towards a European Gigabit Society"(the Gigabit Society Strategy) sets out strategic objectives for 2025, in view of optimising	(22)The Communication on "Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society" <sup>16</sup> (the Gigabit Society Strategy) sets out strategic objectives for	

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	<p>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 <b>remain commercially non-viable in many areas</b> throughout the Union, due to various factors such as remoteness and territorial or geographical specificities, low population density, various socioeconomic factors. The Programme should therefore <b>be adjusted</b> 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</p>	<p>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 [...] <b>urgently require closer attention given their limited cost efficiency</b> 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 [...] <b>aim also to contribute to a balance between rural and urban areas in order</b> to contribute to the achievement of these strategic objectives set out in the Gigabit Society</p>	<p>2025, in view of optimising investment in digital connectivity infrastructure. Directive (EU) 2018/XXX <b><u>of the European Parliament and of the Council</u></b> [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 remain commercially non-viable in many areas 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 be adjusted to contribute to the achievement of these</p>	

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	Regional Development Fund (ERDF) and Cohesion Fund and the InvestEU fund.	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.	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.	



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69.	(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.		(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.	COM
70.		<b>EP Amendment 26</b> Recital 24		

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71.	(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 socioeconomic 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,	(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, <b><i>including rural and scarcely populated areas</i></b> . 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, <b><i>high speed connectivity, including state-of-the-art mobile connectivity</i></b> , for these socio-economic drivers with a	(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	

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	including by generating wider demand for connectivity and services	view to maximising their positive spill-over effects on the wider economy and society, including by generating wider <i>uses</i> demand for connectivity and services.	generating wider demand for connectivity and services.	

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72.			<p><b><u>(24a) Unconnected territories in all areas of the Union, represent bottlenecks and unexploited potential to the digital single market.</u></b> 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</p>	

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			<p>failure is observed and which can be addressed using low intensity grants. <u>In view of maximising synergies of the actions supported by the Programme, due regard should be given to the level of concentration of socio-economic drivers in a given area and the level of funding needed to generate coverage. Moreover, 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.</u></p>	
73.		<b>EP Amendment 27</b> Recital 25		
74.	(25) In addition, building on the success of the WiFi4EU initiative, the Programme should continue to support the provision of free, high quality, local wireless	(25) In addition, building on the success of the WiFi4EU initiative, the Programme should continue to support the provision of free, <i>secure</i> , high quality, local wireless	(25) In addition, building on the WiFi4EU initiative, the Programme should continue to support the provision of free, high quality, local wireless connectivity in the centres of	

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	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.	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.	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.	
75.		<b>EP Amendment 28</b> Recital 25 a (new)		

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76.		<i>(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.</i>		
77.	(26) The viability of the anticipated next generation digital services, such as Internet of Things services and applications which are expected to bring		(26)The viability of the anticipated next generation digital services, such as Internet of Things services and applications which are expected to bring significant	

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	<p>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 crossborder projects for funding under this Programme.</p>		<p>benefits across various sectors and for society as a whole, will require uninterrupted crossborder coverage with 5G [...] <b>systems</b>, 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.</p>	



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78.	(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 bioeconomy in rural areas. The Programme should contribute to providing all European households, rural or urban, with very high		[...]	EP

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	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.			
79.	(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		(28)The deployment of backbone electronic communications networks, including [...] submarine cables connecting European territories to third countries on other continents or connecting European islands, <b><u>outermost regions</u></b> or overseas <b><u>countries and territories</u></b> [...], <b><u>including via Union territorial waters and</u></b> the [...] <b><u>Exclusive</u></b>	

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	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.		<b><u>Economic Zone of the Member States</u></b> 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; <b><u>also contributing to territorial cohesion.</u></b> However, such projects are often commercially non-viable without public support. <b><u>In addition, support should be available to complement European highperformance computing resources with adequate terabit-capacity connections.</u></b>	
80.		<b>EP Amendment 29</b> Recital 29		
81.	(29) Actions contributing to projects of common interest in the area of digital connectivity infrastructure shall deploy the technology <b><i>best suited for the specific project,</i></b> while proposing	(29) Actions contributing to projects of common interest in the area of digital connectivity infrastructure shall deploy the <b>best available and suitable</b> technology [...] while proposing the best balance	(29) Actions contributing to projects of common interest in the area of digital connectivity infrastructure shall deploy the technology best suited for the specific project, while proposing the best balance	

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	<p>the best balance between state-of-the-art technologies in terms of data flow capacity, transmission security, network resilience 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</p>	<p>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.</p>	<p>between state-of-the-art technologies in terms of data flow capacity, transmission security, network resilience 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.</p>	

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	deployments leading to further coverage of territories and population in areas which have remained uncovered so far.			
82.	(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		(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.	COM

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	Copernicus.			
83.		<b>EP Amendment 30</b> Recital 31		

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84.	<p>(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. The Programme should therefore continue to <b>provide for dedicated Calls</b> enabling combination between EU grants and other sources of financing.</p>	<p>(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. <b><i>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.</i></b> The Programme should therefore continue to [...] <b><i>support actions</i></b> enabling Combination between EU grants and other sources of</p>	<p>(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. The Programme should therefore continue to provide for dedicated Calls enabling combination between EU grants and other sources of financing.</p>	

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		financing. <i>In the transport area Blending operations shall not exceed 10% of the dedicated envelopes.</i>		
85.		<b>EP Amendment 31</b> Recital 31 a (new)		
86.		<i>(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;</i>		
87.		<b>EP Amendment 32</b> Recital 32		



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88.	(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 <b>address</b> market failures or sub-optimal investment situations, in a proportionate manner, <b>without duplicating</b> or <b>crowding</b> out private financing and <b>have</b> a clear European added value.	(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 [...] <b>boost investment by addressing</b> market failures or sub-optimal investment situations in a proportionate <b>and adequate</b> manner, [...] <b>should not duplicate</b> or [...] <b>crowd</b> out private financing and [...] <b>should provide</b> a clear European added value.	(32)The policy objectives of this Programme will be also addressed through financial instruments and budgetary guarantee under the policy window(s) [...] of the InvestEU Fund. The Programme's actions should be used to address market failures or sub-optimal investment situations, <b><u>in particular where actions are not commercially viable</u></b> , in a proportionate manner, without duplicating or crowding out private financing and have a clear European added value.	
89.		<b>EP Amendment 33</b> Recital 33		

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90.	(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 <i>supports</i> large-scale roll-out and deployment of innovative technologies and solutions in	(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 [...] <i>cooperates closely with Horizon Europe for the</i> largescale roll-out and	(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	

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	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.	deployment of innovative technologies and solutions in the fields of transport, energy and digital infrastructure, <i>and in synergies between those fields</i> , 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	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.	
91.		<b>Amendment 34</b> Recital 34		
92.	(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	(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	(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	

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	<p>[reference to be updated as appropriate according to the new interinstitutional 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 management for the European Parliament and the Council during the annual budgetary procedure].</p>	<p>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 management for the European Parliament and the Council during the annual budgetary procedure]. <i>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</i></p>	<p>[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 management<sup>1</sup> for the European Parliament and the Council during the annual budgetary procedure].</p>	

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

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		<i>programme period.</i>		

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93.	<p>(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</p> <p>PE633.076 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</p>	70/144	<p>(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.</p> <p>CT\174743EN.docx</p>	COM

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94.		<b>EP Amendment 35 Recital 36</b>		
95.	(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 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	[...]	(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 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	

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	for the rule of law is an essential precondition for sound financial management and effective EU funding.		an essential precondition for sound financial management and effective EU funding.]	



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96.	(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.		(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.	COM
97.	(38) Third countries which are members of the European Economic Area (EEA) may participate in Union programmes in the framework of the cooperation		<del>(38)</del> Third countries which are members of the European Economic Area (EEA) may participate in Union programmes in the framework of the cooperation established	

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	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.		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-.]	
98.		<b>EP Amendment 36 Recital 39</b>		
99.	(39) The Financial Regulation establishes the rules concerning the award of grants. In order to take into account the specificity of the	(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	(39) The Financial Regulation establishes the rules concerning the award of grants. In order to take into account the specificity of the actions	

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	<p>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.</p>	<p>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. <i>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.</i></p>	<p>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.</p>	

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100		EP Amendment 37 Recital 39 a (new)		
100a		<i>(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.</i>		

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101.	(40) In accordance with the Financial Regulation, Regulation (EU, Euratom) No 883/2013 of the European Parliament and of the Council, Council Regulation (Euratom, EC) No 2988/95, Council Regulation (Euratom, EC) No 2185/96 and Council Regulation (EU) 2017/193, the financial interests of the Union are to be protected through proportionate measures, including the prevention, detection, correction and investigation of irregularities and fraud, the recovery of funds lost, wrongly paid or incorrectly used and, where appropriate, the imposition of administrative sanctions. In		(40) In accordance with the Financial Regulation, Regulation (EU, Euratom) No 883/2013 of the European Parliament and of the Council Council Regulation (Euratom, EC) No 2988/95, Council Regulation (Euratom, EC) No 2185/961 and Council Regulation (EU) 2017/193, the financial interests of the Union are to be protected through proportionate measures, including the prevention, detection, correction and investigation of irregularities and fraud, the recovery of funds lost, wrongly paid or	COM

<sup>1</sup> 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 L292,15.11.1996, p.2).

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	<p>particular, in accordance with Regulation (EU, Euratom) No 883/2013 and Regulation (Euratom, EC) No 2185/96 the European AntiFraud Office (OLAF) may carry out administrative investigations, including onthe-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 Council. In accordance with the</p>		<p>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</p>	

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	<p>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.</p>		<p>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. 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</p>	

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			Union funds grant equivalent rights.	
102		<b>EP Amendment 38</b> Recital 40 a (new)		



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103.		<i>(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.</i>		

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104.	(41) Pursuant to [reference to be updated as appropriate according to the new decision on OCTs: Article 94 of Council Decision 2013/755/EU] 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.		(41) Pursuant to [reference to be updated as appropriate according to the new decision on OCTs: Article 94 of Council Decision 2013/755/EU] 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.	COM
105.	(42) The Union should seek coherence and synergies with the Union programmes for external policies, including preaccession assistance following the engagements taken in the context of the Communication "A credible		(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	COM

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	enlargement perspective for and enhanced EU engagement with the Western Balkans".		Communication "A credible enlargement perspective for and enhanced EU engagement with the Western Balkans".	

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106.	(43) When third countries or entities established in third countries participate in actions contributing to projects of common interest or to crossborder 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.		(43)When third countries or entities established in third countries participate in actions contributing to projects of common interest or to crossborder 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. <b><u>With regard to the part on cross-border projects in the field of renewables, the cooperation between one or several Member States and a third country (including Energy Community) should respect the conditions set out in Art 11 of Directive (EU) 2018/XXX of the European Parliament and of the Council [Renewable Energy Directive] on the need for a physical link to the EU.</u></b>	

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107.		<b>EP Amendment 39</b> Recital 43 a (new)		
108.		<i>(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.</i>		
109.		<b>EP Amendment 40</b> Recital 44		

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110.	(44) Pursuant to paragraph 22 and 23 of the Inter-institutional agreement for Better Law-Making of 13 April 2016, there is a need to evaluate this Programme on the basis of information collected through specific monitoring requirements, 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.	(44) Pursuant to paragraph 22 and 23 of the Inter-institutional agreement for Better Law-Making of 13 April 2016, there is a need to evaluate this Programme on the basis of information collected through specific monitoring requirements, <i>such as on climate proofing</i> , 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 <i>and make any adjustments necessary</i> .	(44) Pursuant to [...] <b>paragraphs</b> 22 and 23 of the Inter-institutional agreement for Better Law-Making of 13 April 2016, there is a need to evaluate this Programme on the basis of information collected through specific monitoring requirements, 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.	

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111.		<b>EP Amendment 41</b> Recital 45		

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112.	<p>(45) <i>Adequate</i> 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.</p>	<p>(45) [...] <i>Transparent, accountable and</i> adequate monitoring and reporting measures including <i>measurable</i> 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, <i>as well as to promote its achievements</i>. This performance reporting system should ensure that data for monitoring the implementation of the Programme and its results <i>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</i> 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.</p>	<p>(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.</p>	
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113.		<b>EP Amendment 42</b> Recital 45 a (new)		
114.		<i>(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.</i>		
115.		<b>EP Amendment 43</b> Recital 45 b (new)		
116.		<i>(45b) 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;</i>		

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117.		<b>EP Amendment 44</b> Recital 46		
118.	(46) In order to <i>ensure uniform conditions for the implementation of</i> this Regulation, <i>implementing powers should be conferred</i> on the <i>Commission as regards</i> adoption of work programmes. <i>Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council.</i>	(46) In order to [...] <i>supplement</i> this Regulation, [...] <i>the power to adopt acts in accordance with Article 290 of the Treaty</i> on the [...] <i>Functioning of the European Union</i> should be <i>delegated to</i> the Commission <i>in respect of the</i> adoption of work programmes [...] <i>and the Framework Programme.</i>	(46) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission as regards adoption of work programmes. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council.	
119.		<b>EP Amendment 45</b> Recital 47		
120.	(47) In order to adapt, where necessary, the indicators used for the monitoring of the Programme, <i>the indicative percentages of budgetary resources allocated to each specific objective in the transport sector</i> and the	(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	(47) In order to adapt, where necessary, the indicators used for the monitoring of the Programme, the indicative percentages of budgetary resources allocated to each specific objective in the transport sector and the	

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	<p>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. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including 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</p>	<p>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 <i>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.</i> It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including 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</p>	<p>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. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including 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</p>	

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	<p>their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p>	<p>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.</p>	<p>Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p>	

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121.	(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 Council as regards the list of freight corridors, should be preserved.		(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 Council as regards the list of freight corridors, should be preserved.	COM
122.	(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,		(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	COM

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			publication,	
123.	HAVE ADOPTED THIS REGULATION:			COM

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124.	<b>CHAPTER I</b>		<b>CHAPTER I</b>	COM
125.	<b>GENERAL PROVISIONS</b>		<b>GENERAL PROVISIONS</b>	COM
126.	<i>Article 1 Subject matter</i>		<i>Article 1 Subject matter</i>	COM
127.	This Regulation establishes the Connecting Europe Facility (the ‘Programme’).		This Regulation establishes the Connecting Europe Facility (the ‘Programme’).	COM
128.	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.		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.	COM
129.	<i>Article 2 Definitions</i>		<i>Article 2 Definitions</i>	COM
130.	For the purposes of this Regulation, the following definitions shall apply:		For the purposes of this Regulation, the following definitions shall apply:	COM

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131.	(a) "action" means any activity which has been identified as financially and technically independent, has a set timeframe and is necessary for the implementation of a project;		(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;	COM
132.		<b>EP Amendment 46</b> Article 1 paragraph 1 point b		
133.	(b) "alternative fuels" means alternative fuels as defined in Article 2(1) of Directive 2014/94/EU;	(b) "alternative fuels" means alternative fuels <i>for all modes of transport</i> as defined in Article 2(1) of Directive 2014/94/EU;	(b) "alternative fuels" means alternative fuels as defined in Article 2(1) of Directive 2014/94/EU;	
134.	(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;		(c) [...]	
135.		<b>EP Amendment 47</b> Article 1 paragraph 1 point c a (new)		



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136.		<i>(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;</i>		
137.	(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 from the EU budget with repayable forms of support from development or other public finance institutions, as well as from commercial		(c) '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 from the EU budget with repayable forms of support from development or other public finance institutions, as well as from commercial	COM

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	finance institutions and investors;		finance institutions and investors;	
138.		<b>EP Amendment 48</b> Article 1 paragraph 1 point d a (new)		

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139.		<i>(da) "bottleneck" means a physical, technical or functional barrier which leads to a system break affecting the continuity of long-distance or crossborder 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;</i>		
140.	(e) "comprehensive network" means the transport infrastructure identified in accordance with Chapter II of Regulation (EU) No 1315/2013;		(e ) "comprehensive network" means the transport infrastructure identified in accordance with Chapter II of Regulation (EU) No 1315/2013;	COM

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141.	(f) "core network" means the transport infrastructure identified in accordance with Chapter III 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;	COM
142.	(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;		(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	COM
143.		<b>EP Amendment 49</b> Article 1 paragraph 1 point g a (new)		

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144.		<i>(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;</i>	<b><u>(ga) "cross border link" in the transport sector means a project of common interest which ensures the continuity of the TEN-T network between two Member States or between a Member State and a neighbouring country;</u></b>	
145.		<i>(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;</i>	<b><u>(gb)"missing link" in the transport sector means a missing infrastructure component of the TEN-T network which hampers the continuity of the TENT network and requires investment in an infrastructure component;</u></b>	

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146.		<i>(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.</i>	<b>(gc)"dual-use infrastructure" means a transport network infrastructure that addresses the needs of both defence and civil communities;</b>	
		<b>EP Amendment 50</b> Article 2 paragraph 1 point h		
147.	(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 <i>Articles 6, 7, 9 or 11</i> of Directive 2009/82/EC in the planning or	(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 [ <i>Article 8, 9, 11 or 13 of Directive (EU) 2018/...</i> <i>of the European Parliament and of the Council I</i> ] <sup>†</sup> .in the planning or deployment of renewable energy, in accordance with the criteria set	(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 <b>at least two</b> Member States or arrangements between <b>at least one</b> Member [...] <b>State</b> and <b>a</b> third <b>country or</b> countries as defined in [...] Directive [...] <b>(EU) 2018/XXX of the</b>	

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	deployment of renewable energy, in accordance with the criteria set out in Part IV of the Annex to this Regulation;	<p>out in Part IV of the Annex to this Regulation;</p> <hr/> <p>(+) 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.</p>	<p><b><u>European Parliament and of the Council</u></b><sup>29</sup> <b><u>[Renewable Energy Directive]</u></b> in the planning or deployment of renewable energy, in accordance with the criteria set out in Part IV of the Annex to this Regulation;</p> <hr/> <p>(<sup>29</sup>) Directive (EU) 2018/XXX of the European Parliament and of the Council of ...on the promotion of the use of energy from renewable sources (OJ C , , p. ).</p>	
148.		<b>EP Amendment 51</b> Article 1 paragraph 1 point h a (new)		

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149.		<p><i>(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, demandside response initiatives and more efficient conversion, transmission and distribution of energy, whilst still achieving the objectives of the respective decisions;</i></p>		



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150.	(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;		) "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;	COM

	<b>COMMISSION PROPOSAL COM(2018) 438 FINAL</b>	<b>EP AMENDMENTS REPORT A8-0409/2018</b>	<b>COUNCIL PARTIAL GENERAL APPROACH ST 15146/18</b>	
151.	(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;.		(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; <b><u>communications, ultra-high</u></b> reliability, or supporting a high number of connected devices;.	
152.		<b>EP Amendment 52</b> Article 1 paragraph 1 point k		

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153.	(k) "5G corridor" means a transport path, road <i>or</i> railway, 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 <i>or</i> similar smart mobility services for railways;	(k) "5G corridor" means a transport path, road, [...] railway <i>or inland waterway</i> , 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 <i>or digital connectivity on inland waterways</i> ;	(k) "5G corridor" means a transport path, road [...], railway <u><i>or inland waterway</i></u> , 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 or similar smart mobility services for railways;	
154.		<b>EP Amendment 53</b> Article 1 paragraph 1 point k a (new)		

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155.		<i>(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;</i>		

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156.	(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;		(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	COM
157.	(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;		(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;	COM

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158.	(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;		(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;	COM
159.		<b>EP Amendment 54</b> Article 1 paragraph 1 point o		

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160.	(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;	(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 <i>or in their area of influence</i> ;	(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;	
161.	(p) "third country" means a country that is not member of the European Union;		(p) "third country" means a country that is not member of the European Union;	COM
162.		<b>EP Amendment 55</b> Article 1 paragraph 1 point q		
163.	(q) "very high capacity networks" means very high capacity networks as defined in Article [2 (XX)] of Directive (EU) 2018/XXX [the European Electronic Communications Code]	(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]	(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]	EP=CONS

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164.	(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.		(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.	COM
165.		<b>EP Amendment 56</b> Article 1 paragraph 1 point r a (new)		
166.		<i>(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.</i>		



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167.	<i>Article 3 Objectives</i>		<i>Article 3 Objectives</i>	COM
168.		<b>EP Amendment 57</b> Article 3 paragraph 1		
169.	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, <b><i>taking into account</i></b> the long-term decarbonisation commitments and with emphasis on synergies among sectors.	1. The Programme has the general objective to <b><i>build</i></b> , 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, [...] <b><i>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</i></b> to the long-term decarbonisation commitments and with emphasis on synergies among <b><i>transport, energy and digital</i></b> sectors <b><i>to the full</i></b> .	1. The Programme has the general objective to develop [...], modernise <b><u>and complete</u></b> the trans-European networks in the fields of transport, energy and digital and to facilitate crossborder cooperation in the field of renewable energy, taking into account the long-term decarbonisation commitments, <b><u>territorial cohesion and integration of the internal market</u></b> and with emphasis on synergies among sectors.	
170.	2. The Programme has the following specific objectives:		2. The Programme has the following specific objectives:	COM

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171.	(a) In the transport sector:		(a) In the transport sector:	COM
172.		<b>EP Amendment 58</b> Article 3 paragrap 2 point a point i		
173.	(i) to contribute to the development of projects of common interest relating to efficient <i>and</i> 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 efficient [...], interconnected, <i>interoperable and multimodal</i> networks and infrastructure for smart, sustainable, inclusive, <i>accessible</i> , safe and secure mobility <i>and European transport area</i> ;	(i) <b><u>in compliance with the objectives of Regulation (EU) No 1315/2013</u></b> , to contribute to the development of projects of common interest relating to efficient [...], interconnected <b><u>and multimodal</u></b> networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility;	
174.		<b>EP Amendment 59</b> Article 3 paragraph 2 point a point ii		
175.	(ii) to adapt the <i>TEN-T networks to</i> military mobility needs;	(ii) to adapt the [...] <i>parts of the trans-European transport network suitable for military transport to dual (civilian and defence)</i> mobility needs;	(ii) to [...] <b><u>contribute to the development of civilian-military dual-use transport infrastructure in view of improving</u></b>	

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			military mobility [...] <u>within and beyond the EU</u> ;	
176.		<b>EP Amendment 60</b> Article 3 paragraph 2 point b		
177.	(b) In the energy sector, to contribute to the development of projects of common interest relating to further integration of <i>the</i> 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;	(b) In the energy sector, to contribute to the development of projects of common interest relating to further integration of [...] <i>an efficient and competitive</i> internal energy market, interoperability of networks across borders and sectors, facilitating decarbonisation <i>of the economy, and</i> ensuring security of supply <i>and EU energy independence</i> , and to facilitate cross-border cooperation in the area of <i>energy, including</i> renewable energy, <i>and to stimulate energy efficiency</i> ;	(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;	

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178.		<b>EP Amendment 61</b> Article 3 paragraph 2 point c		
179.	(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.	(c) In the digital sector, to contribute to <i>the development of projects of common interest relating to</i> the deployment of <i>safe and secure</i> 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.	(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 [...] as well to the digitalisation of transport and energy networks.	
180.	<i>Article 4</i> <i>Budget</i>		<i>Article 4</i> <i>Budget</i>	COM
181.		<b>EP Amendment 62</b> Article 4 paragraph 1		

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182.	1. The financial envelope for the implementation of the Programme for the period 2021-2027 is set at EUR <b>42,265,493,000</b> in current prices.	1. The financial envelope for the implementation of the Programme for the period 2021-2027 is set at EUR <b>43,850,768,000 in constant prices (EUR XXX in current prices)</b> .	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-].	
183.	2. The distribution of this amount shall be as follows:		2. The distribution of this amount shall be as follows:	COM
184.		<b>EP Amendment 63</b> Article 4 paragraph 2 point a		
185.	(a) <b>up to EUR 30,615,493,000</b> for the specific objectives referred to in Article 3(2)(a), of which:	(a) [...] EUR [...] <b>33,513,524,000 in constant prices (EUR XXX in current prices)</b> for the specific objectives referred to in Article 3(2)(a), of which:	(a) [...] [EUR 30,615,493,000] for the specific objectives referred to in Article 3(2)(a), of which:	
186.		<b>EP Amendment 64</b> Article 4 paragraph 2 point a point i		
187.	(i) EUR <b>12,830,000,000</b> from the European Strategic Investment cluster;	(i) EUR [...] <b>17,746,000,000 in constant prices (EUR XXX in current prices)</b> from the European Strategic Investment cluster;	(i) [EUR 12,830,000,000] from the European Strategic Investment cluster;	

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188.		<b>EP Amendment 65</b> Article 4 paragraph 2 point a point ii		
189.	(ii) EUR <b>11,285,493,000</b> transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in Member States eligible for funding from the Cohesion Fund;	(ii) EUR [...] <b>10,000,000,000</b> <i>in constant prices</i> (EUR 11,285,493,000 <b>in current prices</b> ) transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in Member States eligible for funding from the Cohesion Fund;	(ii) [EUR 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-];	
190.		<b>EP Amendment 66</b> Article 4 paragraph 2 point a point iii		
191.	(iii) EUR 6,500,000,000 from the Defence <i>cluster</i> for the specific objective referred to in Article 3(2)(a)(ii);	(iii) EUR [...] <b>5,767,524,000</b> <i>in constant prices</i> (EUR 6,500,000,000 <i>in current prices</i> ) from the <i>heading Security and Defence</i> [...] for the specific objective referred to in Article 3(2)(a)(ii);	(iii) [EUR 6,500,000,000] from the Defence cluster for the specific objective referred to in Article 3(2)(a)(ii);	

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192.		<b>EP Amendment 67</b> Article 4 paragraph 2 point b		
193.	(b) up to EUR 8,650,000,000 for the specific objectives referred to in Article 3(2)(b), out of which <b>up to</b> 10% for the cross-border projects in the field of renewable energy	(b) up to EUR 8,650,000,000 for the specific objectives referred to in Article 3(2)(b), out of which [...] <b>20%</b> for the cross-border projects in the field of renewable energy;	(b) [...] [EUR 8,650,000,000] for the specific objectives referred to in Article 3(2)(b), out of which up to [...] <b>15%</b> for the crossborder projects in the field of renewable energy	
194.		<b>EP Amendment 68</b> Article 4 paragraph 2 point c		
	(c) up to EUR 3,000,000,000 for the specific objectives referred to in Article 3(2)(c).	(c) <b>EUR 2,662,000,000 in constant prices</b> (EUR 3,000,000,000 <b>in current prices</b> ) for the specific objectives referred to in Article 3(2)(c).	(c) [...] [EUR 3,000,000,000] for the specific objectives referred to in Article 3(2)(c).	
195.	3. The Commission shall not depart from the amount referred to in subparagraph 2 (a) (ii).		3. The Commission shall not depart from the amount referred to in ubparagraph 2(a)(ii).	COM
196.		<b>EP Amendment 69</b> Article 4 paragraph 4		

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197.	4. <i>The</i> 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.	4. [...] <i>Up to 3 % of the</i> amount referred to in paragraph 1 may be used <i>also</i> 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.	4. [...] <b>Up to 1% of the</b> amount referred to in paragraph 1 may be used for technical and administrative assistance for the implementation of the Programme and the sectorspecific 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.	
198.	5. Budgetary commitments for actions extending over more than one financial year may be broken down over several years into annual instalments.		5. Budgetary commitments for actions extending over more than one financial year may be broken down over several years into annual instalments.	COM
199.		<b>EP Amendment 70</b> Article 4 paragraph 5 a (new)		



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200.		<i>5a. Transparency and citizens' participation shall be guaranteed for large projects.</i>		
201.	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.		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.	COM
202.	7. The amount transferred from the Cohesion Fund shall be implemented in accordance with this Regulation, subject to paragraph 8 and without prejudice to Article 14(2)(b).		7. [The amount transferred from the Cohesion Fund shall be implemented in accordance with this Regulation, subject to paragraph 8 and without prejudice to Article 14(2)(b).]	COM
203.		<b>EP Amendment 71</b> Article 4 paragraph 8		
204.	8. As regards the amounts transferred from the Cohesion Fund, <b><i>30% of these amounts shall be made available immediately</i></b>	8. As regards the amounts transferred from the Cohesion Fund, [...] <b><i>until</i></b> 31 December [...] <b><i>2022</i></b> , the selection of projects eligible for financing shall respect the national	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	

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	<p><i>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</i></p>	<p>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, <i>on a competitive basis</i>, to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation.</p>	<p>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 election 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-.]</p>	

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	infrastructure projects in accordance with this Regulation.			
205.			<b><u>8a. The amount transferred from the Cohesion Fund shall not be used to finance crosssectoral work programmes and blending operations.</u></b>	
206.		<b>EP Amendment 72</b> Article 4 paragraph 9		
207.	9. Resources allocated to Member <i>States</i> under shared management may, at <i>their</i> 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. <i>Where possible those resources shall be used for the benefit of the Member</i>	9. Resources allocated to <i>a</i> Member [...] <i>State</i> under shared management may, at [...] <i>its</i> request, <i>and in accordance with the relevant managing Authority</i> be transferred to the Programme, <i>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</i>	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. [...] <b><u>Those</u></b> resources shall be used for the benefit of the	

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	<i>State concerned.</i>	<i>programme procedure.</i> 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. [...]	Member State concerned.	
208.	<i>Article 5 Third countries associated to the Programme</i>		<i>[Article 5 Third countries associated to the Programme</i>	COM
209.	1. The Programme shall be open to the following third countries:		1. The Programme shall be open to the following third countries:	COM
210.	(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;		(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;	COM

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211.	(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;		(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;	COM

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212.	(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;		(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;	COM
213.	(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		(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,	

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	agreement:		provided that the agreement:	
214.	– ensures a fair balance as regards the contributions and benefits of the third country participating in the Union programmes;		– ensures a fair balance as regards the contributions and benefits of the third country participating in the Union programmes;	
215.	– 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;		– 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;	

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216.	– does not confer to the third country a decisional power on the programme;		– does not confer to the third country a decisional power on the programme;	COM
217.	– guarantees the rights of the Union to ensure sound financial management and to protect its financial interests.		– guarantees the rights of the Union to ensure sound financial management and to protect its financial interests.	COM
218.		<b>EP Amendment 73</b> Article 5 paragraph 1 new bullet point		
219.		- <i>provide reciprocity in accessing similar programmes in the third country, especially public procurement.</i>		
220.		<b>EP Amendment 74</b> Article 5 paragraph 2		



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221.	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.	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 <i>and according to the provisions set by Article 8 of the Regulation (EU) n. 1315/2013.</i>	2. [...] <b><u>Without prejudice to Article 8 of Regulation (EU) No 1315/2013, the</u></b> 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-.]	
222.	<i>Article 6 Implementation and forms of EU funding</i>		<i>Article 6 Implementation and forms of EU funding</i>	

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223.	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.		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 [ [...]] <b>62(1)(c)</b> of the Financial Regulation.	
224.		<b>EP Amendment 75</b> Article 6 paragraph 2		
225.	2. The Programme may provide funding in <i>any of</i> the forms laid down in the Financial Regulation, <i>in particular grants and procurement. It may also provide financing in the form of financial instruments</i> within blending operations. Blending operations decided under this Programme shall be implemented in accordance with the InvestEU Regulation and Title X of the Financial Regulation.	2. The Programme may provide funding in [...] the forms of <i>grants and procurement as</i> laid down in the Financial Regulation [...]. <i>Funding provided by the Programme</i> may [...] <i>be used</i> within blending operations <i>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</i>	2. The Programme may provide [...] <b>Union contributions</b> in any of the forms laid down in the Financial Regulation, in particular grants and procurement. It may [...] <b>contribute to</b> blending operations [...] in accordance with the InvestEU Regulation and Title X of the Financial Regulation. <b>The Union contribution to blending operations shall not exceed 10% of the budgetary amount indicated in Article 4(1)</b>	

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		<i>Annex – part III – point I(new)</i> . Blending operations decided under this Programme shall be implemented in accordance with the InvestEU Regulation and Title X of the Financial Regulation.	<b><u>with the exemption of the amount transferred from the Cohesion fund.</u></b>	
226.	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.		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.	COM

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227.	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.		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.	COM
228.		<b>EP Amendment 76</b> Article 6 a (new)		
229a		<i>Article 6a</i>  <i>Adaptation of TEN-T networks to civilian-defence dual-use</i>	<i>Article 11a</i> <b><u>Specific eligibility requirements concerning support to civilianmilitary dual-use transport infrastructure</u></b>	
229b		<b>1. Projects of common interest shall contribute to the adaptation of the TEN-T</b>	<b>1. <u>Actions concerning civilianmilitary dual-use transport infrastructure</u></b>	

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		<p><i>networks as defined by Regulation 1315/2013, with the purpose of enabling a civilian and 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.</i></p>	<p><u>referred to at Article 9 paragraph 2(c) shall be subject to the following additional eligibility requirements:</u></p> <p>(a) <u>proposals shall be submitted by one or more Member States or, with the agreement of the Member States concerned, by legal entities established in Member States;</u></p> <p>(b) <u>the actions shall be located on the TEN-T core or comprehensive network and shall correspond with the sections or nodes identified by Member States in the Annexes to the Military Requirements for Military Mobility within and beyond the EU as adopted by the Council on 20 November 2018;</u></p>	
229c		<p>2. <i>By 31 December 2019, the Commission shall adopt</i></p>	<p>3. <u>2. By 31 December 2019, the Commission shall adopt</u></p>	

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		<i>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.</i>	<i>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</i>	
229d		<i>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</i>	<i>(c) <u>the actions may relate both to the upgrading of existing infrastructure components or to the construction of new infrastructure</u></i>	

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		<p><i>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 civildefence infrastructure projects.</i></p> <p><i>All proposed projects shall include measurable actions to integrate the dual mobility requirements validated by the Council.</i></p> <p><i>Proposals including only actions connected with military mobility shall be eligible only when adding to an existing civil infrastructure.</i></p> <p><i>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 dualuse of infrastructure.</i></p>	<p><b><u>components in order to improve the military mobility on the TEN-T network taking into account the infrastructure requirements defined in the Annexes to the Military Requirements for Military Mobility within and eyond the EU, technical and economic feasibility and the relevance for dual-use;</u></b></p> <p><b>(d) <u>without prejudice to Article 15, the full cost of a dual-use infrastructure is eligible for support from the amount defined at Article 4 paragraph 2 (a) (iii). Actions implementing a level of infrastructure requirement going beyond the level required for dual-use are eligible; however, their cost shall only be eligible up to the level of costs</u></b></p>	

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			<u>corresponding to the level of requirements necessary for dual-use. Actions relating to infrastructure used only for military purposes shall not be eligible.</u>	
229e		<i>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).</i>	<u>(e) actions under this article shall only be funded from the amount in accordance with Article 4 paragraph 2(a)(iii).</u>	
230.		<b>EP Amendment 77</b> Article 6 b (new)		



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231.		<p align="center"><i>Article 6b</i></p> <p align="center"><i>Cross-border projects in the field of transport</i></p> <p><i>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.</i></p> <p><i>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.</i></p>		
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		3. <i>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 crossborder permits and the launching of public procurement for joint crossborder 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).</i>		
232.	<i>Article 7 Cross-border projects in the field of renewable energy</i>		<i>Article 7 Cross-border projects in the field of renewable energy</i>	COM
233.		<b>EP Amendment 78</b> Article 7 paragraph 1		

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234.	<p>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 <b>Articles 6, 7, 9 or 11</b> of Directive <b>2009/28/EC</b>. These projects shall be identified in accordance with the criteria and <b>procedure</b> laid down in Part IV of the Annex to this Regulation.</p>	<p>1. Cross-border projects in the field of renewable energy shall <b>contribute to decarbonisation, completing the internal energy market and enhancing the security of supply, shall</b> involve at least two Member States, and shall be included in a cooperation agreement or any other kind of arrangement between Member States, <b>including, where appropriate at a regional level,</b> or arrangements between Member States and third countries as set out in [...] Article <b>8, 9, 11 or 13</b> of Directive [...] <b>(EU) 2018/... of the European Parliament and of the Council<sup>1</sup></b>]+. These projects shall be identified in accordance with the <b>general</b> criteria and [...] <b>process</b> laid down in Part IV of the Annex to this Regulation.</p>	<p>1. Cross-border projects in the field of renewable energy [...] 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 [...] Directive [...] <b>(EU) 2018/XXX [Renewable Energy Directive]</b>. These projects shall be identified in accordance with the criteria and procedure laid down in Part IV of the Annex to this Regulation.</p>	
235.		<p><b>EP Amendment 79</b> Article 7 paragraph 2</p>		

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236.	2. By 31 December 2019, the Commission shall adopt a delegated act in accordance with Article 23(d) of this Regulation to further specify <i>the</i> 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 <i>overall costs and benefits</i> specified in Part IV of the Annex.	2. By 31 December 2019, the Commission shall adopt a delegated act in accordance with Article 23(d) of this Regulation to further specify [...], <i>without prejudice to the award criteria laid down in Article 13</i> , the <i>specific</i> 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 [...] <i>cost-benefit analysis</i> specified in Part IV of the Annex	2. By 31 December 2019, the Commission shall adopt a delegated act in accordance with Article 23(d) of this Regulation to further specify the 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 overall costs and benefits specified in Part IV of the Annex.	
237.	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.		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.	COM

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238.	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:		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:	COM
239.		<b>EP Amendment 80</b> Article 7 paragraph 4 point a		
240.	(a) the project specific costbenefit analysis pursuant to point 3 of Part IV of the Annex <i>provides</i> evidence concerning the existence of significant cost savings and/or benefits in terms of system integration, security of supply or innovation, and;	(a) the project specific costbenefit analysis pursuant to point 3 of Part IV of the Annex [...] <i>shall be compulsory for all supported projects, shall be performed in a transparent, comprehensive and complete manner and shall provide</i> evidence concerning the existence of significant cost savings and/or benefits in terms of <i>sustainability</i> , system integration, security of supply or innovation, and;	(a) the project specific cost-benefit analysis pursuant to point 3 of Part IV of the Annex provides evidence concerning the existence of significant cost savings and/or benefits in terms of system integration, security of supply or innovation, and;	

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241.	(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.		(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.	COM
242.		<b>EP Amendment 81</b> Article 7 paragraph 5		
243.	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 and shall not exceed the amount required to ensure that the project materialises or becomes commercially viable.	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 <b>and shall respect the provisions of Article 14(3).</b>	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 and shall not exceed the amount required to ensure that the project materialises or becomes commercially viable.	

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244.			<p><b><u>6. In facilitating cross-border projects in the field of renewable energy, the Programme shall provide for the possibility of coordinated funding with the enabling framework for renewable energy deployment referred to in Article 3(5) of [Renewable Energy Directive (EU) 2018/XXXX] and the Union renewable energy financing mechanism referred to in Article 33 of [Regulation (EU) 2018/XXXX on the Governance of the Energy Union]. The amount referred to in Article 4, paragraph 2(b) distributed to renewable energy objectives, in particular funds available for this purpose, may be used to cofund the Union renewable energy</u></b></p>	

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			<p><u>financing mechanism established under [Regulation (EU) 2018/XXXX on the Governance of the Energy Union]. Specific rules on cofunding between the part on cross-border projects in the field of renewables under CEF and the Union renewable energy financing mechanism referred to in Article 33 of Regulation [Governance] shall be specified in the implementing act on the Renewables financing mechanism and in time for the entry into force of the CEF Regulation.</u></p>	