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European Union

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**TRANS 613  
FIN 965  
CADREFIN 397  
POLGEN 241  
REGIO 143  
ENER 421  
TELECOM 449  
COMPET 845  
MI 933  
ECO 113  
CODEC 2207  
IA 407**

#### **OUTCOME OF PROCEEDINGS**

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From: General Secretariat of the Council

To: Delegations

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No. prev. doc.: 14712/18 TRANS 574 FIN 921 CADREFIN 375 POLGEN 233 REGIO 132  
ENER 397 TELECOM 434 COMPET 816 MI 894 ECO 106 CODEC 2107  
IA 394 + COR 1

No. Cion doc.: 9951/18 TRANS 257 FIN 456 CADREFIN 87 POLGEN 83 REGIO 40  
ENER 229 TELECOM 175 COMPET 436 MI 448 ECO 49 CODEC 1023

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Subject: 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  
- Statements by Lithuania

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Delegations will find in annex two statements by Lithuania on the above proposal.

**Statement by the Lithuanian Delegation  
on Vilnius connection**

"Intergovernmental Agreement signed between Estonia, Latvia and Lithuania on the development Rail Baltica railway connection clearly established that Vilnius connection is a part of Rail Baltica route, and was agreed that the connection of Vilnius – Kaunas as part of the described Route should be equally eligible for the EU funding from the Connecting Europe Facility.

Moreover, Vilnius connection is part of the overall Rail Baltica project delivery schedule, with the same conditions for accomplishment as other sections of global Rail Baltica railway, under the European Commission's Implementing Decision C(2018) 6969, approved unanimously by the TEN-T Committee and adopted on 26 October 2018.

Lithuania welcomes the current EU Council Presidency's proposal on the EU budget 2021-2027 and stresses the need to ensure same EU co-funding rate up to 85 per cent for both Vilnius connection and rest of Rail Baltica project, thus reflecting their high importance in the fulfillment of the TEN-T core network corridors.

However, Lithuania regrets the fact that in the Presidency proposal Vilnius connection is treated separately (missing link) from the rest of Rail Baltica project (cross-border), thus neglecting the provisions of the Intergovernmental Agreement and Implementing Decision. Such treatment gives the connection a secondary, lower significance that may impede the efforts to connect all the capitals within the TEN-T core network with decent high quality railways.

Reiterating that integrity of the project needs to be maintained in all strategic documents to ensure its long-term stability and clarity, Lithuania maintains its position that Vilnius connection is an integral part of the Rail Baltica cross-border project, and will refer to this question in the future negotiations on the CEF regulation."

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**Statement by the Lithuanian Delegation  
on military mobility**

"As underlined in the Joint Communication on improving military mobility in the European Union of November 2017 and the Action Plan on Military Mobility adopted on 28 March 2018, improving military mobility is key towards building a European Defence Union by 2025. This task will entail additional efforts in achieving more ambitious infrastructure requirements on the TEN-T network enabling dual civil-military use.

We welcome the Commission proposal to allocate a dedicated CEF budget line for defence and military mobility and underline the necessity to maintain the level of ambition in the negotiations to follow. Military mobility will provide benefits to the development of the whole TEN-T, and should remain one of the key pillars of the future CEF.

However, we regret that Member States eligible from Cohesion fund will not be able to benefit fully from the dedicated budget line, as the proposed co-financing rates do not provide necessary incentives. Cohesion countries need more EU co-financing for infrastructure in general, and this is even more important in case of improving quality for dual use requirements.

Most importantly, in the context of overall reduction of the Cohesion fund and its co-financing rates, Cohesion countries would face a serious lack of funding for transport infrastructure. They most certainly will not be able to use the possibility to transfer resources under the shared management provision, as suggested by the Presidency in the compromise proposal.

Overall, we regret that the compromise proposal does not foresee the possibility for the Cohesion Member States to fund dual-use civil-military infrastructure up to 85 per cent from the budget line of Article 4 (2) (iii). We deem such a compromise will effectively stall the development of military mobility in Cohesion countries, and the EU's added value in improving military mobility will be severely diminished. It will have a negative effect on the implementation of the EU Global Strategy in the area of security and defence and the commitment to implement the EU Level of Ambition in protecting the EU and its citizens, as well as the delivery of European Defence Union by 2025."