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**2018/0138 (COD)**

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**NOTE**

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| From:           | General Secretariat of the Council                                                                                                                                                                      |
| To:             | Delegations                                                                                                                                                                                             |
| No. prev. doc.: | 12611/18                                                                                                                                                                                                |
| No. Cion doc.:  | 9075/18 + ADD 1 - ADD 3                                                                                                                                                                                 |
| Subject:        | Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND<br>OF THE COUNCIL on streamlining measures for advancing the realisation<br>of the trans-European transport network<br>- Draft progress report |

Delegations will find attached the draft progress report on the above subject.

**I. INTRODUCTION**

On 17 May 2018, the Commission presented the above-mentioned proposal to the European Parliament and the Council, as part of the third 'Europe on the Move' Package, which is designed to make European mobility safer, cleaner, more efficient and more accessible.

The proposal's main objective is to simplify permit granting rules and other regulatory procedures with the aim to facilitate the completion of the TEN-T network. It also aims to bring greater clarity to the processes which project promoters need to follow, in particular as regards permit granting, public procurement and other procedures.

The proposal aims to reach its main objective by:

- establishing a single competent authority at national level (one-stop shop) in charge of the overall process and acting as the single entry point for project promoters and other investors;
- establishing integrated procedures leading to one comprehensive decision;
- setting deadlines for a two-stage process with a maximum timeframe of three years.

**II. WORK AT OTHER INSTITUTIONS**

At the European Parliament, the Committee on Transport and Tourism has been designated as the responsible committee for this file and Mr Dominique Riquet (ALDE, FR) as the rapporteur. The draft report is available. The Committee on the Environment, Public Health and Food Safety (ENVI), the Internal Market and Consumer Protection Committee (IMCO) and the Regional Development Committee (REGI) will adopt an opinion on the proposal.

The European Economic and Social Committee adopted an opinion at the plenary session on 17 October 2018. The Committee of the Regions is expected to adopt an opinion in February 2019.

### **III. WORK IN THE COUNCIL PREPARATORY BODIES**

The proposal was presented and the impact assessment examined under the Bulgarian Presidency at two meetings of the Working Party on Transport, Intermodal Questions and Networks in June 2018. The Austrian Presidency dedicated two meetings in July to the examination of the proposal article-by-article.

A first Presidency compromise proposal, which is attached to the report, was presented to the Working Party on 5 October 2018. The Presidency compromise primarily sought to align this proposal with certain similar provisions of the Regulation on guidelines for trans-European energy infrastructure<sup>1</sup>. While the Presidency proposal was acknowledged by Member States as a first step in the right direction, it could not address all concerns expressed in the Working Party.

### **IV. OBSERVATIONS OF THE EXAMINATION**

#### **General comments**

During the first rounds of discussion, the proposal received mixed reactions from the Member States. The objective of the proposal, namely to overcome delays due to permit-granting procedures and to implement the TEN-T network without unnecessary delays by 2030, was welcomed by all Member States. Some Member States, however, pointed out that the measures proposed in the draft Regulation did not sufficiently contribute to achieving the proposal's main objective and in certain cases could lead to progress slowing down even more.

More specifically, several Member States voiced concerns regarding the introduction of a single competent authority at national level in charge of the permit-granting procedures. They wondered how this provision could be implemented in practice in the Member States and what impact it would have on local and regional authorities in terms of financing and workload. The Presidency compromise text, allowing existing authorities at the appropriate administrative level to become a single competent authority, was seen as a step in the right direction.

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<sup>1</sup> Regulation (EU) No 347/2013 of the European Parliament and of the Council of 17 April 2013 on guidelines for trans-European energy infrastructure and repealing Decision No 1364/2006/EC and amending Regulations (EC) No 713/2009, (EC) No 714/2009 and (EC) No 715/2009 (OJ L 115, 25.4.2013, p. 39).

Furthermore, the proposal's compatibility with the principle of subsidiarity was questioned by a number of Member States. They pointed out that the introduction of an integrated permit-granting procedure and a single authority responsible for permitting procedures limits Member States' national competence to structure and organise national authorities and procedures and therefore limits the provision for national decision-making. Some also highlighted that the proposed integrated planning and permit-granting procedures could be counterproductive: they could delay progress even more instead of advancing it and could lead to less cost-effective decisions as local and regional conditions and funding opportunities would be taken into account to a lesser extent.

During the examination of the impact assessment, several Member States asked, in relation to recommended policy option 2, whether the type of legal instrument chosen was appropriate. They said that uniform rules throughout Europe could also be achieved by proposing another type of legal instrument, e.g. a directive or guidelines, which would leave sufficient flexibility to Member States to implement the measures.

Finally, some Member States felt that those factors that accounted for the most relevant delays in the implementation of infrastructure projects – such as land acquisition, environmental impact assessments, appeals by NGOs, and technical or financial issues – had not been sufficiently addressed in the impact assessment.

### **Comments on specific issues**

#### **(a) Scope (Article 1)**

Some Member States found the scope of the draft Regulation to be too broad, and not specific enough. They wished to limit the scope to cross-border projects or projects with a defined financial threshold. Some other Member States, on the other hand, advocated expanding the scope further to include projects of common interest on the comprehensive TEN-T network. This proposal was opposed by a number of other Member States. In addition, a few Member States asked for extending the scope to cross-border projects with third countries.

The Presidency compromise text allowing Member States to extend the scope on an optional basis to projects of common interest on the comprehensive TEN-T network was positively noted.

**(b) Integration of permit-granting procedures (Article 4)**

Many Member States were concerned about the concept of the 'comprehensive decision', as proposed by the Commission. In the view of many, it appeared to be an overly complex decision which would be very difficult to streamline across the different authorities involved in permit granting. There were also clarification questions put forward as to what exactly the comprehensive decision would include, e.g. whether environmental assessments or spatial planning would be considered part of it.

The Presidency compromise text adapting the comprehensive decision to comply with a coordinated approach was positively acknowledged by some Member States but considered as insufficient by others.

**(c) Single competent permit-granting authority (Article 5)**

Generally, Member States expressed their misgivings regarding the designation of a 'higher-level' single entity which would have more authority and decision-making power than other entities involved in the process. As transport projects differ greatly in size, type and location, the competent authorities for each will depend on the particular permit requested and on the location, because the expertise and competency lie within different authorities. Therefore, the proposed structure risked leading to jurisdictional conflicts in cases where more than one ministry and/or level of decision-making was involved at local or national level. Consequently, Member States called for more flexibility. Some were open to discussing the function of a single competent body that could have the role of a coordinator collecting various permits from the different national authorities with different competencies.

The Presidency compromise text turning the single competent authority into a one-stop-shop based on a coordinated rather than an integrated approach was supported by a few Member States while others clearly called for more flexibility.

**(d) Duration and implementation of the permit-granting procedure (Article 6)**

Most Member States considered that the proposed deadlines for carrying out the procedures were too short, in particular as regards the time limit for the pre-application phase (two years). In addition, many Member States found that the article was too detailed, and there were concerns as to how a one-size-fits-all time limit would work effectively in view of the complexity and diversity of transport projects.

Some Member States linked deadlines with the question of which procedures were included in the process for obtaining permits in the framework of a single entity. In this respect, some advocated the exclusion of certain procedures linked to the preparation of the application documents for projects (i.e. spatial planning and environmental assessments, etc.) from the scope of the permitting procedure as these are lengthy processes and are most likely to cause delays, making it very difficult or even impossible to keep to the proposed time limit.

It has become clear that further work towards clarification and simplification especially on Articles 5 and 6 is needed in order to make progress on this file.

**V. CONCLUSION**

The issues set out above appear to be key in this proposal, and consequently they triggered extensive discussion at the Working Party. These issues will need to be addressed under the upcoming Presidency in order to make further progress and reach an agreement on this file.

In the light of the above, the Permanent Representatives Committee and the Council are invited to take note of the progress made on the examination of the proposed Regulation.

2018/0138 (COD)

Proposal for a

**REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**  
**on streamlining measures for advancing the realisation of the trans-European transport network**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

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

Having regard to the proposal from the European Commission,

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

Having regard to the opinion of the European Economic and Social Committee<sup>2</sup>,

Having regard to the opinion of the Committee of the Regions<sup>3</sup>,

Acting in accordance with the ordinary legislative procedure,

Whereas:

- (1) Regulation (EU) No 1315/2013 of the European Parliament and of the Council<sup>4</sup> sets out a common framework for the creation of state-of-the-art, interoperable networks for the development of the internal market. The trans-European transport networks (TEN-T) have a dual layer structure: the comprehensive network ensures connectivity of all regions of the Union whereas the core network consists of those elements of the network which are of the highest strategic importance for the Union. Regulation (EU) No 1315/2013 defines binding completion targets for implementation, with the core network to be completed by 2030 and the comprehensive network by 2050.

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<sup>2</sup> OJ C , , p. .

<sup>3</sup> OJ C , , p. .

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

- (2) Notwithstanding the necessity and binding timelines, experience has shown that many investments aiming to complete the TEN-T are confronted with complex permit granting procedures, cross-border procurement procedures and other procedures. This situation jeopardises the on time implementation of projects and in many cases results in significant delays and increased costs. In order to address these issues and make synchronised TEN-T completion possible, harmonised action is necessary at Union level.
- (3) In the legal frameworks of many Member States priority treatment is given to certain project categories based on their strategic importance for the economy. Priority treatment is characterised by shorter timelines, simultaneous procedures or limited timeframes for appeals while ensuring that the objectives of other horizontal policies are also reached. When such a framework exists within a national legal framework, it should automatically apply to Union projects recognised as projects of common interest under Regulation (EU) No 1315/2013.
- (4) In order to improve the effectiveness of the environmental assessments and streamline the decision-making process, where the obligation to carry out assessments related to environmental issues of core network projects arises simultaneously from Directive 2011/92/EU, as amended by Directive 2014/52/EU, and from other Union legislation such as Directive 92/43/EEC, Directive 2009/147/EC, Directive 2000/60/EC, Directive 2008/98/EC, Directive 2010/75/EU, Directive 2012/18/EU and Directive 2011/42/EC, Member States should ensure that a joint procedure fulfilling the requirements of these Directives is provided.
- (5) Core network projects should be supported by integrated permit granting procedures to make clear management of the overall procedure possible and to provide a single entry point for investors. Member States should designate a competent authority in accordance with their national legal frameworks and administrative set-ups.
- (6) The establishment of a single competent authority at national level integrating all permit granting procedures (one-stop shop) should reduce the complexity, improve the efficiency and increase the transparency of the procedures. It should also enhance the cooperation between Member States where appropriate. The procedures should promote a real cooperation between investors and the single competent authority and should therefore allow for the scoping in the pre-application phase of the permit granting procedure. Such scoping should be integrated in the detailed application outline and follow the procedure set out in Article 5(2) of 2011/92/EU, as amended by Directive 2014/52/EU.
- (7) The procedure set out by this Regulation should be without prejudice to the fulfilment of the requirements defined in the international and Union law, including provisions to protect the environment and human health.
- (8) Given the urgency to complete the TEN-T core network, the simplification of permit granting procedures should be accompanied by a time limit within which competent authorities responsible should make a ~~comprehensive~~ **consolidated** decision regarding the construction of the project. This time limit should stimulate a more efficient handling of procedures and should, under no circumstances, compromise the Union's high standards for environmental protection and public participation.



- (9) Member States should endeavour to ensure that appeals challenging the substantive or procedural legality of a ~~comprehensive~~ **consolidated** decision are handled in the most efficient way possible.
- (10) Cross-border TEN-T infrastructure projects face particular challenges as regards the coordination of permit granting procedures. The European Coordinators should be empowered to monitor these procedures and facilitate their synchronisation and completion.
- (11) Public procurement in cross-border projects of common interest should be conducted in accordance with the Treaty and Directives 2014/25/EU and/or 2014/24/EU. In order to ensure the efficient completion of the cross-border core network projects of common interest, public procurement carried out by a joint entity should be subject to a single national legislation. By way of derogation from the Union public procurement legislation, the applicable national rules should in principle be those of the Member State where the joint entity has its registered office. It should remain possible to define the applicable legislation in an intergovernmental agreement.
- (12) The Commission is not systematically involved in the authorisation of individual projects. However, in some cases, certain aspects of the project preparation are subject to clearance at Union level. Where the Commission is involved in the procedures, it will give priority treatment to the Union projects of common interest and ensure certainty for project promoters. In some cases State aid approval might be required. In line with the Best Practice Code for the conduct of State aid control procedures, Member States may ask the Commission to deal with projects of common interest on the core network of the TEN-T they consider to be of priority with more predictable timelines under the case portfolio approach or the mutually agreed planning.
- (13) The implementation of infrastructure projects on the TEN-T core network should be also supported by Commission guidelines that bring more clarity as regards the implementation of certain types of projects while respecting the Union acquis. For example the Action Plan for nature, people and the economy<sup>5</sup> foresees such guidance to bring more clarity in view of respecting the Birds and Habitats Directives. Direct support related to public procurement should be made available for projects of common interests to ensure the best value for public money<sup>6</sup>. Additionally, appropriate technical assistance should be made available under the mechanisms developed for the Multi-Annual Financial Framework 2021-2027, with the aim of providing financial support for TEN-T projects of common interest.
- (14) Since the objectives of this Regulation cannot be sufficiently achieved by the Member States and can therefore, by reason of the need for coordination of those objectives, be better achieved at Union level, the Union may adopt measures in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

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<sup>5</sup> COM(2017) 198 final.

<sup>6</sup> COM(2017) 573 final

- (15) For reasons of legal certainty, the administrative procedures which started prior to the entry into force of this Regulation should not be subject to the provisions of this Regulation.

HAVE ADOPTED THIS REGULATION:

## CHAPTER I GENERAL PROVISIONS

### *Article 1*

#### *Subject matter and scope*

- 1.** This Regulation sets out requirements applicable to the administrative procedures followed by the competent authorities of Member States in relation to the authorisation and implementation of all projects of common interest on the core network of the trans-European transport network.
- 2.** Member States may decide to extend the application of this regulation to projects of common interest on the comprehensive network of the trans-European transport network.

### *Article 2*

#### *Definitions*

For the purposes of this Regulation, the definitions set out in Regulation (EU) No 1315/2013 shall apply. The following definitions shall also apply:

- (a) "~~comprehensive~~ **consolidated** decision" means the decision ~~or set of decisions taken~~ by a Member State authority or authorities **adopted accordingly to its national legal or administrative system**, not including courts or tribunals, that determines whether or not a project promoter is to be granted authorisation to build the transport infrastructure needed to complete a project without prejudice to any decision taken in the context of an administrative appeal procedure;
- (b) "permit granting procedures" means every procedure that has to be followed or step that has to be taken ~~before~~ **as required by** the authorities of a Member State, under Union or national law, before the project promoter can implement the project, **not including procedures for the award of public procurements**;
- (b)(i) "Project of common interest" means a project according to Article 3(a) of Regulation (EU) No 1315/2013.**

- (c) "Project promoter" means the applicant for authorisation for a ~~private~~ project or the public authority which initiates a project";
- (d) "single competent authority" means **an existing or newly established** ~~the authority,~~ **identified by a Member State at the appropriate administrative level for each project or category of projects of common interest,** which the Member State designates **acts as a "one-stop shop" and is** as responsible for performing the duties arising from this Regulation;
- (e) "Cross-border project of common interest" means a project of common interest according to Article 7 of Regulation (EU) No 1315/2013 covering a cross-border section as defined in point (m) Article 3 of that Regulation which is implemented by a joint entity.

## CHAPTER II – PERMIT GRANTING

### *Article 3*

#### ***‘Priority status’ of projects of common interest***

1. Each project of common interest on the TEN-T core network shall be subject to an integrated permit granting procedure ~~managed~~ **run** by a single competent authority ~~designated~~ **identified** by each Member State in accordance with Articles 5 and 6.
2. Where priority status exists under national law, projects of common interest shall be granted the status with the highest national significance possible, and be treated as such in permit granting procedures, where and in the manner such treatment is provided for in national legislation applicable to the corresponding types of transport infrastructure.
3. To ensure efficient ~~administrative~~ **permit granting** procedures related to projects of common interest, project promoters and all authorities concerned shall ensure that the most rapid treatment legally possible is given to these projects, including as regards the resources allocated.

## Article 4

### ***Integration-Coordination of permit granting procedures***

1. In order to meet the time limits set out in Article 6 and reduce the administrative burden related to **the authorisation and the** completion of projects of common interest, all the ~~administrative~~ **permit granting** procedures resulting from the applicable law, both national and of the Union, shall be ~~integrated~~ **coordinated** and result in ~~only one comprehensive~~ **consolidated** decision.
2. In the case of projects of common interest for which the obligation to carry out assessments of the effects on the environment arises simultaneously from Directive 2011/92/EU of the European Parliament and of the Council and other Union law, Member States shall ensure that joint procedures within the meaning of Article 2(3) of Directive 2011/92/EU are provided for.

## Article 5

### ***Single-competent Organisation of the permit granting ~~authority~~ process***

1. ~~By ... (OP please insert the date one year of the entry into force of this Regulation),~~ **Each** Member State shall ~~designate~~ **ensure that a** ~~one~~ single competent authority ~~which shall be~~ **is** responsible for facilitating ~~the permit granting process~~ **procedures for a project of common interest** including for making the ~~comprehensive~~ **consolidated** decision.
2. **Each Member State may entrust t**~~The responsibility of the single competent authority referred to in paragraph 1 and/or the tasks related to it may be delegated to, or carried out by,~~ to an **existing or newly established** ~~other~~ authority at the appropriate administrative level, per project of common interest, **per geographical area** or per particular category of projects of common interest, ~~under the following conditions~~ **provided that:**
  - (a) ~~only one authority is responsible per project of common interest,;~~
  - (b) ~~the authority~~ is the sole point of contact for the project promoter in the procedure leading to the ~~comprehensive~~ **consolidated** decision for a given project of common interest, and
  - (c) ~~the authority~~ coordinates the submission of all relevant documents and information.

The single competent authority may retain the responsibility to establish time limits, without prejudice to the time limits set in accordance with Article 6.

- ~~3. The single competent authority shall issue the comprehensive decision within the time limits specified in Article 6. It shall do so following joint procedures.~~

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

- 3. By 1 January 2021, each Member State shall take the suitable measures in accordance with its national legal system to identify the single competent authority, where relevant at the appropriate administrative level and per category of projects of common interests. This information shall be made available to project promoters, to the neighbouring Member States and to the European Commission.**

- 3(a) The single competent authority shall issue the consolidated decision within the time limits specified in Article 6.**

- 3(b) The consolidated decision comprises multiple individual legally binding decisions issued simultaneously or successively by several authorities concerned, including the decision resulting from the joint procedures referred to in Article 4(2), which shall be coordinated by the single competent authority.**

- 3(c) The single competent authority shall, in consultation with the other authorities concerned, where applicable in accordance with national law, and without prejudice to time limits set in accordance with Article 6, establish on a case-by-case basis a reasonable time limit within which the individual decisions shall be issued.**

- 3(d) The single competent authority may take an individual decision on behalf of another national authority concerned, if the decision by that authority is not delivered within the time limit and if the delay cannot be adequately justified; or, where provided under national law, and to the extent that this is compatible with Union law, the competent authority may consider that another national authority concerned has either given its approval or refusal for the project if the decision by that authority is not delivered within the time limit. Where provided under national law, the competent authority may disregard an individual decision of another national authority concerned if it considers that the decision is not sufficiently substantiated with regard to the underlying evidence presented by the national authority concerned.**

4. When taking the ~~comprehensive~~ **consolidated** decision, the single competent authority shall ensure that the relevant requirements under **national**, international and Union law are respected and shall duly justify its decision.

5. If a project of common interest requires decisions to be taken in two or more Member States, the respective competent authorities shall take all the necessary steps for efficient and effective cooperation and coordination among themselves. Without prejudice to obligations arising under applicable Union and international law, Member States shall endeavour to provide for joint procedures, particularly with regard to the assessment of environmental impacts.

- 6. The single competent authority may also be entrusted with tasks related to the coordination and the authorisation, in compliance with Union and national legislation, of specific projects of common interest aiming at the reconstruction of infrastucture on the core network of the trans-European transport network in the case of natural or man-made disasters.**

*Article 6*

***Duration and implementation of the permit granting procedure***

1. The permit granting procedure shall consist of the pre-application phase and the phase of the assessment of the application and the decision-making by the single competent authority.
2. The pre-application phase, covering the period from the start of the permit granting procedure to the submission of the complete application file to the single competent authority, shall in principle not exceed ~~two~~ **three** years.
- 2(a) The pre-application phase shall include the preparation of any environmental reports to be prepared by the project promoter. Preliminary studies and preparatory assessments may nevertheless start or be carried out before the pre-application phase to ensure the maturity of the notified project.**
3. In order to launch the permit granting procedure, the project promoter shall notify the single competent authority of the Member States concerned about the project in writing, and shall include a detailed description of the project. No later than ~~two~~ **three** months following the receipt of the above notification, the single competent authority shall either acknowledge it or, if it considers that the project is not mature enough to enter the permit granting procedure, reject the notification in writing. If the single competent authority decides to reject the notification, it shall justify its decision. The date of signature of the acknowledgement of the notification by the competent authority shall serve as the start of the permit granting procedure. If two or more Member States are concerned, the date of the acceptance of the last notification by the competent authority concerned shall serve as the date of the start of the permit granting procedure.
4. Within three months of the start of the permit granting procedure, the single competent authority, in close cooperation with the project promoter and other authorities concerned and taking into account the information submitted by the project promoter on the basis of the notification referred to in paragraph 3, shall ~~establish and communicate to~~ **provide** the project promoter **with** a detailed application outline, containing:
  - (a) the material scope and level of detail of information to be submitted by the project promoter, as part of the application file for the ~~comprehensive~~ **consolidated** decision

- (b) a schedule for the permit granting process, identifying at least the following:
- (i) the **permits**, decisions and opinions to be obtained;
  - (ii) the authorities, **and** stakeholders, ~~and the public likely~~ to be concerned, **including the formal phase of the public consultation**;
  - (iii) the individual stages of the procedure and their ~~duration~~ **expected time limits**;
  - (iv) major milestones to be accomplished and their deadlines in view of the ~~comprehensive~~ **consolidated** decision to be taken;
  - (v) the resources planned by the authorities and possible additional resource needs.
5. In order to ensure that the application file is complete and of adequate quality, the project promoter shall seek the single competent authority's opinion on its application as early as possible during the pre-application procedure. The project promoter shall cooperate fully with the single competent authority to meet deadlines and comply with the detailed application outline as defined in paragraph 4.
6. The project promoter shall submit the application file based on the detailed application outline within the period of ~~21~~ **24** months from the receipt of that detailed application outline. **The single competent authority, based on the characteristics of the project, analyses to be made or public to be consulted, in duly justified cases can determine a longer period for the submission of the application file.** After the expiry of ~~that~~ **the** period **for the submission of the application file**, the detailed application outline is no longer considered applicable, unless the single competent authority decides to prolong that period, on the basis of a justified request from the project promoter.
7. At the latest within the period of two months from the date of submission of the complete application file, the competent authority shall acknowledge in writing the completeness of the application file and communicate it to the project promoter. The application file submitted by the project promoter shall be considered as being complete, unless, within the period of two months from the date of submission, the competent authority makes a request regarding missing information to be submitted by the project promoter. That request shall be limited, as regards the material scope and level of detail, to the elements identified in the detailed application outline. Any additional request for information shall only result from exceptional and unforeseen new circumstances and shall be duly justified by the single competent authority.
8. The single competent authority shall assess the application and adopt a ~~comprehensive~~ **consolidated** decision within the period of one year from the date of submission of the complete application file in accordance with paragraph 7. Member States may set an earlier time-limit, where appropriate.

9. The time limits in the above provisions shall be without prejudice to obligations arising from Union and international legal acts, as well as to administrative appeal procedures and judicial remedies before a court or tribunal.

#### *Article 7*

##### ***Coordination of cross-border permit granting procedure***

1. For projects that involve two or more Member States, the competent authorities of the Member States concerned shall align their timetables and agree on a joint schedule.
2. The European Coordinator referred to in Article 45 of Regulation (EU)<sup>2</sup> No 1315/2013 shall be empowered to ~~closely follow the permit granting procedure for cross-border projects of common interest and to~~ facilitate contacts between the involved competent authorities **in the context of the permit granting procedure for cross-border projects of common interest.**
3. Without prejudice to the obligation to comply with the time limits under this Regulation, if the time-limit for the ~~comprehensive~~ **consolidated** decision is not observed, ~~the competent authority shall immediately inform the European Coordinator~~ **the European Coordinator concerned shall be informed by the Member States** concerned about the measures taken or to be taken to conclude the permit granting procedure with the least possible delay. The European Coordinator may request the competent authority to regularly report on progress achieved.

### **CHAPTER III PUBLIC PROCUREMENT**

#### *Article 8*

##### ***Public Procurement in cross-border projects of common interest***

1. Public procurement in cross-border projects of common interest shall be conducted in accordance with the Treaty and Directives 2014/25/EU and/or 2014/24/EU.



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

## CHAPTER IV TECHNICAL ASSISTANCE

### *Article 9* **Technical assistance**

On the request of a project promoter or Member State, in accordance with the relevant Union funding programmes and without prejudice to the Multi-Annual Financial Framework, the Union shall make available technical assistance for the implementation of this Regulation and the facilitation of the implementation of projects of common interest.

## CHAPTER V FINAL PROVISIONS

### *Article 10* **Transitional provisions**

This Regulation shall not apply to the administrative **permit granting** procedures which started before the date of its entry into force.

*Article*  
*Entry into force*

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

**Chapter II of this Regulation shall apply from 1 January 2021. Ongoing procurement procedures will be completed on the basis of the legal position applicable on 31 December 2020.**

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

Done at Brussels,

*For the European Parliament*  
*The President*

*For the Council*  
*The President*

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