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From:	General Secretariat of the Council
To:	Permanent Representatives Committee
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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 - Preparation for the third trilogue

Based on the discussions in the Friends of Presidency group on 28 February 2019, the following changes have been made in doc. 15400/4/18 REV 4 (marked as **bold underlined**).

1. For Recital 1 in line 11 the following wording is added to the first sentence:
 - (1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation ***and to respect the long-term decarbonisation commitments***, the Union needs an up-to-date, ***multimodal*** high-performance infrastructure to help connect and integrate the Union and all its regions, ***including remote, outermost, insular, peripheral, mountainous and sparsely populated ones***, in the transport, ***digital*** and energy sectors.

2. Recital 8d in line 31a is replaced by:

(8d) Streamlining measures to advance the realisation of the TEN-T, which are currently under development, should support the more efficient implementation of projects of common interest in the field of transport."

3. For Recital 9 in line 37 the following text is added:
 - (9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations ***to the core network corridors should not affect the completion of the core network by 2030, should improve the corridors' coverage of the Member States territory and*** 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%. ***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. The review should take into account regional cross-border rail connections on the TEN-T that were abandoned or dismantled, evolutions on the comprehensive network and the impact of the United Kingdom's withdrawal from the European Union.***

4. Recital 14 in line 47 shall read as follows:

- (14) Following the Joint Communication of November 2017⁹, 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 Policy¹⁰ highlighted that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T, ***with the overall aim of improving military mobility across the Union, taking into account geographical balance and [...] considering the potential benefits for civil protection. In accordance with the Action Plan, in 2018 the Council considered and validated the military requirements in relation to transport infrastructure and in 2019 the Commission services identified the parts of the trans-European transport network suitable for dual use, 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 work programmes specifying the applicable requirements as defined in the context of the Action Plan.***

5. Recital 20b in line 65 shall read as follows:

- (20b) **Special consideration in the EU support should be given to energy cross-border interconnections, including those necessary to reach the [...] 10% electricity interconnection target for 2020 and the 15% target for 2030 as established in the Regulation (EU) 2018/1999 on the Governance of the Energy Union [...]. 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.**

6. Recital 31 in line 84 shall read as follows:

- (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. ***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.*** The Programme should therefore continue to ***support actions*** enabling combination between EU grants and other sources of financing. ***In the transport area Blending operations shall not exceed 10% of the dedicated envelope[] in Article 4(2)(a)(i).***

7. Recital (31a) in line 86 shall read as follows:

(31a) *In the transport sector, blending operations may be used for example for actions relating to smart, interoperable, sustainable, inclusive, accessible, safe and secure mobility as listed at Article 9 paragraph 2(b).*

8. Recital 43a in line 109 shall read as follows:

(43a) The Commission's Communication of October 2017 'Making Public Procurement work in and for Europe', notes that the EU is the world's most open market for procurement, but access for our companies in other countries is not always reciprocal. Beneficiaries of CEF should therefore, where appropriate, make full use of the strategic procurement possibilities offered by Directive 2014/25/EU.

9. In part III of the Annex in line 11 (document 15400/18 ADD 1 REV 3) the provisional General Approach is maintained in the fourth column (clarification as removal was accidentally).
