Basic information

2017/2285(INI) INI - Own-initiative procedure	Procedure completed
Cohesion policy and thematic objective ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’ - Article 9(7) of the Common Provisions Regulation See also 2011/0276(COD) **Subject** 3.20 Transport policy in general 4.70.02 Cohesion policy, Cohesion Fund (CF)	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
REGI Regional Development	NOVAKOV Andrey (PPE)	10/10/2017
	Shadow rapporteur PICULA Tonino (S&D) PORĘBA Tomasz Piotr (ECR) VAN MILTENBURG Matthijs (ALDE) VALLINA Ángela (GUE/NGL) ROPĖ Bronis (Verts/ALE) D'AMATO Rosa (EFDD)	

Committee for opinion	Rapporteur for opinion	Appointed
TRAN Transport and Tourism	ZŁOTOWSKI Kosma (ECR)	13/12/2017

European Commission

Commission DG	Commissioner
Regional and Urban Policy	CREȚU Corina

Key events

Date	Event	Reference	Summary
18/01/2018	Committee referral announced in Parliament		

27/03/2018	Vote in committee		
04/04/2018	Committee report tabled for plenary	A8-0136/2018	Summary
02/05/2018	Debate in Parliament		
03/05/2018	Decision by Parliament	T8-0200/2018	Summary
03/05/2018	Results of vote in Parliament		
03/05/2018	End of procedure in Parliament		

Technical information	
Procedure reference	2017/2285(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Implementation
Amendments and repeals	See also 2011/0276(COD)
Legal basis	Rules of Procedure EP 55
Stage reached in procedure	Procedure completed
Committee dossier	REGI/8/11689

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE616.859	30/01/2018	
Amendments tabled in committee		PE618.311	27/02/2018	
Committee opinion	TRAN	PE616.793	20/03/2018	
Committee report tabled for plenary, single reading		A8-0136/2018	04/04/2018	Summary
Text adopted by Parliament, single reading		T8-0200/2018	03/05/2018	Summary

European Commission

Document type	Reference	Date	Summary
Commission response to text adopted in plenary	SP(2018)482	21/09/2018	

Cohesion policy and thematic objective ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’ - Article 9(7) of the Common Provisions Regulation

2017/2285(INI) - 03/05/2018 - Text adopted by Parliament, single reading

The European Parliament adopted by 475 votes 153, with 22 abstentions, a resolution on the implementation of cohesion policy and the thematic objective of 'promoting sustainable transport and removing bottlenecks in key network infrastructures' - Article 9(7) of the Common Provisions Regulation.

In the 2007-2013 period, **EUR 81 billion**, or almost one third (31%) of the European Structural and Investment Funds (ESI Funds), was invested in transport infrastructure. The strongest positive impact of EU transport infrastructure investment is particularly and more specifically visible in Central and Eastern Europe, to which 69 % of the total transport funding was allocated.

The transport sector remains a **key investment area** contributing to growth, competitiveness and development by boosting the economic potential of every EU region, thereby furthering economic and social cohesion, supporting the internal market.

Ensure availability of key funding sources: Members underlined that the Connecting Europe Facility (CEF), the European Regional and Development Fund (ERDF) and Cohesion Fund (CF) should remain the core EU sources for transport infrastructure investments under the thematic objective of 'promoting sustainable transport and removing bottlenecks in key network infrastructures' in the next programming period.

Due to the high European added value and the extensive spill-over effects generated, these funding sources should remain available and provide balanced coverage for all EU Member States and regions. The relevant budgetary envelopes for the three funding sources need to be **strengthened** in a balanced manner.

The role of additional sources such as the **European Fund for Strategic Investments** (EFSI) and financial instruments needs to be defined in view of their **complementarity** to the ERDF and CF and their **additionality** to EIB lending operations. **The EFSI should serve as a platform for public-private partnerships (PPPs)** in matching financial instruments to private investment and to national/regional financing at project level.

Create an integrated funding framework: Parliament called for an adequate and ambitious common European transport policy based on a funding framework that is integrated and coordinated with the EU transport instruments. It considered that thematic concentration should be preserved in order to permit simplification and synergies between different funding sources at project level. Members proposed the creation of a single set of rules for all financing sources related to all thematic objectives and considered it necessary to streamline, standardise and accelerate public procurement and state aid compliance procedures.

Moreover, they called on the Commission, in the framework of the new Regulation(s) on post-2020 cohesion policy, to propose a greater earmarking of the funds available for **cities to bid jointly** for infrastructure or technologies that would contribute to decarbonising urban transport and reducing air pollution from road vehicles. They also stressed the need to improve accessibility to transport for persons with a disability.

Removing bottlenecks: the Commission is called on, with the aim of promoting sustainable transport and removing bottlenecks in key network infrastructures, to draw up a **checklist of eligibility criteria**, which better expresses local and regional needs concerning transport infrastructure, in order to help determine the overall transport envelope, the investments needed, and the priorities to be set. This checklist may include issues such as multimodal connectivity, local and regional specifics, the availability of alternative modes of transport, road and rail safety, and environmental impact.

The resolution noted the need for:

- more integrated investment in basic transport infrastructures in **less developed regions**, as well as in mountainous, remote, depopulated or outermost regions with low accessibility;
- ERDF support to **European Territorial Cooperation** to be strengthened through additional resources, focusing on key sustainable transport infrastructure investments (such as cross-border waterways, ports, bridges, railways, interconnecting transport modes and terminals, etc.). Focus should be on connectivity in cross-border regions, including EU external borders ;
- the closing of the transport infrastructure gaps with the **Western Balkans** in relation to integrated transport projects by focusing on further investment in connectivity and on tackling transport bottlenecks;
- support to be given to promoting smart traffic management, including through digitalisation, by making more efficient use of existing infrastructure and redirecting towards off-peak times.

Cohesion policy and thematic objective 'promoting sustainable transport and removing bottlenecks in key network infrastructures' - Article 9(7) of the Common Provisions Regulation

2017/2285(INI) - 04/04/2018 - Committee report tabled for plenary, single reading

The Committee on Regional Development adopted the own-initiative report by Andrey NOVAKOV (EPP, BG) on the implementation of cohesion policy and the thematic objective of 'promoting sustainable transport and removing bottlenecks in key network infrastructures' - Article 9(7) of the Common Provisions Regulation.

The report noted that the EU's cohesion policy stands as the single most visible instrument of European added value. Transport infrastructure investments under thematic objective 'promoting sustainable transport and removing bottlenecks in key network infrastructures' are among cohesion policy's most tangible achievements, which contribute to closing different divergence gaps within the EU and to building a strong single market for a competitive Europe.

Central role: Members underlined that the Connecting Europe Facility (CEF), the European Regional and Development Fund (ERDF) and Cohesion Fund (CF) should remain the core EU sources for transport infrastructure investments under the thematic objective of 'promoting sustainable transport

and removing bottlenecks in key network infrastructures' in the next programming period. They proposed that, due to the high European added value and the extensive spill-over effects generated, these funding sources should remain available and provide balanced coverage for all EU Member States and regions in order to contribute to the implementation of EU cohesion policy.

Funding challenges: they stressed, in this context, that the **relevant budgetary envelopes** for the three funding sources need to be strengthened in a balanced manner. Members considered that the role of additional sources such as the European Fund for Strategic Investments (EFSI) and financial instruments needs to be defined in view of their complementarity to the ERDF and CF and their additionality to EIB lending operations. They stressed that the EFSI should serve as a **platform** for public-private partnerships (PPPs) in matching financial instruments to private investment and to national /regional financing at project level.

The report called for an adequate and ambitious common European transport policy based on a funding framework that is integrated and coordinated with the EU transport instruments. It considered that thematic concentration should be preserved in order to permit simplification and synergies between different funding sources at project level. Members proposed the creation of a **single set of rules** for all financing sources related to all thematic objectives and considered it necessary to streamline, standardise and accelerate public procurement and state aid compliance procedures.

Moreover, they called on the Commission, in the framework of the new Regulation(s) on post-2020 cohesion policy, to propose a greater earmarking of the funds available for cities to bid jointly for infrastructure or technologies that would contribute to decarbonising urban transport and reducing air pollution from road vehicles. They also stressed the need to improve accessibility to transport for persons with a disability.

Bottlenecks: the Commission is called on, with the aim of promoting sustainable transport and removing bottlenecks in key network infrastructures, to draw up a **checklist of eligibility criteria**, which better expresses local and regional needs concerning transport infrastructure, in order to help determine the overall transport envelope, the investments needed, and the priorities to be set. This checklist may include issues such as multimodal connectivity, local and regional specifics, the availability of alternative modes of transport, road and rail safety, and environmental impact.

The report noted the need for more integrated investment in basic transport infrastructures in **less developed regions**, as well as in mountainous, remote, depopulated or outermost regions with low accessibility.

It also called for ERDF support to European Territorial Cooperation to be strengthened through **additional resources**, focusing on key sustainable transport infrastructure investments (such as cross-border waterways, ports, bridges, railways, interconnecting transport modes and terminals, etc.). Focus should be on connectivity in cross-border regions, including EU external borders.

Members called for the closing of the transport infrastructure gaps with the Western Balkans in relation to integrated transport projects by focusing on further investment in connectivity and on tackling transport bottlenecks.