



EUROPEAN PARLIAMENT

2014 - 2019

Committee on Transport and Tourism

2014/2075(DEC)

25.2.2015

OPINION

of the Committee on Transport and Tourism

for the Committee on Budgetary Control

on discharge in respect of the implementation of the general budget of the European Union for the financial year 2013, Section III – Commission and executive agencies
(2014/2075(DEC))

Rapporteur: Georgi Pirinski

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SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Budgetary Control, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

1. Welcomes the high implementation rate of the commitment appropriations for the Mobility and Transport Policy in 2013 (98,03 %), and the considerably high implementation rate of the payment appropriations in 2013 (94,58%) but regrets its decrease by 0,99 %, compared to 2012 (95,57 %); notes, furthermore, that EUR 1 633 million have not yet been paid and/or not still decommitted from the amount for payment appropriations for 2013 and is concerned that this represents the largest amount of outstanding commitments for the whole period 2007-2013, which in total reached EUR 4 001 million at the end of 2013; keeps in mind that 2013 is the last year of the Multiannual Financial Framework (MFF) 2007-2013 and that consequently, all the remaining commitment appropriations fixed in the MFF need to be committed;
2. Welcomes the fact that the residual error rate in 2013 is below 2 % for the TEN-T programme, the Marco Polo programme managed by the Executive Agency for Competitiveness and Innovation (EACI) and the Joint Undertakings for which DG MOVE is responsible (SESAR and Fuel Cells and Hydrogen (FCH)); regrets, however, that the residual error rate for FP7 for research in the transport sector remains above 2 % in 2013 (2,82 %); notes that the main reasons for errors under research programmes are the complexity of the eligibility rules in the basic acts and the lack of capacity for full ex ante control over the claims of all beneficiaries, numbering in the thousands; expects that the radical simplifications which have been proposed in Horizon 2020 will contribute to a significant decrease in errors;
3. Notes that in 2013, the Court of Auditors audited eight transactions in the transport sector and found that five of them were affected by one or more errors; draws attention to the increase of the percentage of affected transactions in 2013 (62 %) compared to 2012 (49 %) and is concerned that, as in previous years, the Court has found several errors in relation to non-compliance with Union and national procurement rules for the TEN-T projects examined; takes note that as in the preceding year 2012, once more in 2013, DG MOVE did not issue a reservation related to public procurement errors; insists, therefore, that the Commission undertakes the necessary measures in order to exclude such errors in the future; notes that it is of outmost importance to extend the ex-ante and ex-post control of the beneficiaries of Commission grants, funding and financing, in order to avoid the misuse of the Community allocation of resources and to ensure a verification of performance; underlines that even if the funding period 2007 - 2013 is formally over, there is a N+2 principle for cohesion funding, meaning that many projects are still under construction until the end of this year;
4. Calls on the Commission, for the sake of transparency, to publish an easily accessible annual list of transport projects co-financed by the Union, including the exact funding amount for each individual project; notes that this list of projects shall include all sources of Union funding such as TEN-T, Horizon 2020, Cohesion and Regional Funds;

5. Urges the Commission to report every year how the remarks on the respective budget lines have been taken into account;
6. Welcomes the expected cost savings from the delegation of the management of parts of the Connecting Europe Facility and parts of energy and transport research under Horizon 2020 by the Commission to the new Innovation and Networks Executive Agency (INEA - ex-TEN-T Agency); asks, however, for the further strengthening of the Agency's administrative capacity in order to be able to effectively and efficiently manage the increased budget for the transport sector in the 2014-2020 MFF and the transport projects under the new Investment Plan for Europe;
7. Recalls that the transport projects in the period between 2007 - 2013 and 2014 - 2020 have been and will be financed from multiple sources, including the CEF, the Cohesion Fund and the European Regional Development Fund; calls on the Commission to seek more synergy between different sources of funding to seek more efficient allocation of Union funds;
8. Proposes that in relation to the sectors for which the Committee on Transport and Tourism is responsible, Parliament grants to the Commission discharge in respect of the implementation of the European Union general budget for the financial year 2013.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	24.2.2015
Result of final vote	+: 37 -: 6 0: 0
Members present for the final vote	Lucy Anderson, Marie-Christine Arnautu, Georges Bach, Izaskun Bilbao Barandica, Deirdre Clune, Michael Cramer, Luis de Grandes Pascual, Andor Deli, Karima Delli, Isabella De Monte, Ismail Ertug, Jacqueline Foster, Bruno Gollnisch, Tania González Peñas, Dieter-Lebrecht Koch, Merja Kyllönen, Miltiadis Kyrkos, Bogusław Liberadzki, Peter Lundgren, Marian-Jean Marinescu, Georg Mayer, Gesine Meissner, Cláudia Monteiro de Aguiar, Jens Nilsson, Markus Pieper, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy, Dominique Riquet, Massimiliano Salini, Claudia Schmidt, Claudia Tapardel, Keith Taylor, Pavel Teli ka, István Ujhelyi, Wim van de Camp, Elissavet Vozemberg, Janusz Zemke, Roberts Z le, Kosma Złotowski, El bieta Katarzyna Łukacijewska
Substitutes present for the final vote	Rosa D'Amato, Werner Kuhn, Jörg Leichtfried