



2017/2285(INI)

27.2.2018

AMENDMENTS

1 - 131

Draft report

Andrey Novakov

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))

Amendment 1

Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Motion for a resolution

Citation 6 a (new)

Motion for a resolution

Amendment

- *having regard to the Decision No 1386/2013 of the European Parliament and of the Council of 20 November 2013 on a General Union Environment Action Programme to 2020 ‘Living well, within the limits of our planet’,*

Or. en

Amendment 2

Fernando Ruas

Motion for a resolution

Citation 9 a (new)

Motion for a resolution

Amendment

- *having regard to its Resolution of 6 July 2017 on promoting cohesion and development in the outermost regions of the EU: implementation of Article 349 of the TFEU,*

Or. en

Amendment 3

Fernando Ruas

Motion for a resolution

Citation 9 b (new)

Motion for a resolution

Amendment

- *having regard its resolution of 13 of March 2018 on "lagging regions in the*

EU",

Or. en

Amendment 4
Fernando Ruas

Motion for a resolution
Citation 13 a (new)

Motion for a resolution

Amendment

– *having regard to the communication from the Commission of 24 October 2017 to the European Parliament, the Council, the European Economic and Social Committee, the Committee of the Regions and the European Investment Bank on “a stronger and renewed strategic partnership with the EU's outermost regions”,*

Or. en

Amendment 5
Fernando Ruas

Motion for a resolution
Citation 19 a (new)

Motion for a resolution

Amendment

– *having regard to the Commission Staff Working document of 10 April 2017 on “Competitiveness in low-income and low-growth regions: the Lagging Regions report” SWD (2017) 132,*

Or. en

Amendment 6

Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Motion for a resolution

Citation 19 a (new)

Motion for a resolution

Amendment

– *having regard to the report of European Environment Agency ‘Approximated EU Greenhouse Gas Inventory 2016’,*

Or. en

Amendment 7

Andrey Novakov

Motion for a resolution

Citation 24 a (new)

Motion for a resolution

Amendment

– *having regard to the Communication from the commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions A credible enlargement perspective for and enhanced EU engagement with the Western Balkans COM(2018) 65 final,*

Or. en

Amendment 8

Andrey Novakov

Motion for a resolution

Recital A

Motion for a resolution

Amendment

A. whereas in the 2007-2013 period, EUR 81 billion, or almost one third (31 %) of the *ESIF* was invested in transport

A. whereas in the 2007-2013 period, EUR 81 billion, or almost one third (31 %) of the *ESI Funds* was invested in transport

infrastructure, *which had a clear impact on GDP, business creation, industry, employment, exports and tourism*; whereas the strongest impact of transport infrastructure investment *was recorded* in Eastern Europe and, *more particularly*, in the new Member States, to which 69 % of the total transport funding was allocated;

infrastructure; whereas the strongest *positive* impact of *EU* transport infrastructure investment *is particularly visible* in Eastern Europe and *more specifically* in the new *EU* Member States, to which 69 % of the total transport funding was allocated;

Or. en

Amendment 9

Bronis Ropé

Motion for a resolution

Recital A

Motion for a resolution

A. whereas in the 2007-2013 period, EUR 81 billion, or almost one third (31 %) of the ESIF was invested in transport infrastructure, which had a clear impact on GDP, business creation, industry, employment, exports and tourism; whereas the strongest impact of transport infrastructure investment was recorded in Eastern Europe and, more particularly, in the new Member States, to which 69 % of the total transport funding was allocated;

Amendment

A. whereas in the 2007-2013 period, EUR 81 billion, or almost one third (31 %) of the ESIF was invested in transport infrastructure, which had a clear impact on GDP, business creation, industry, employment, exports and tourism; whereas the strongest impact of transport infrastructure investment was recorded in *Central and* Eastern Europe and, more particularly, in the new Member States, to which 69 % of the total transport funding was allocated;

Or. en

Amendment 10

Daniel Buda, Iuliu Winkler

Motion for a resolution

Recital A

Motion for a resolution

A. whereas in the 2007-2013 period, EUR 81 billion, or almost one third (31 %)

Amendment

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of the ESIF was invested in transport infrastructure, which had a clear impact on GDP, business creation, industry, employment, exports and tourism; whereas the strongest impact of transport infrastructure investment was recorded in Eastern Europe and, more particularly, in the new Member States, to which 69 % of the total transport funding was allocated;

of the ESIF was invested in transport infrastructure, which had a clear impact on GDP, business creation, industry, employment, exports and tourism; whereas the strongest impact of transport infrastructure investment was recorded in Eastern Europe and, more particularly, in the new Member States, to which 69 % of the total transport funding was allocated, ***despite which investment in the European transport network has brought similar user benefits to all Member States.***

Or. ro

Amendment 11

Fernando Ruas

Motion for a resolution

Recital A

Motion for a resolution

A. whereas in the 2007-2013 period, EUR 81 billion, or almost one third (31 %) of the ESIF was invested in transport infrastructure, which had a clear impact on GDP, business creation, industry, employment, exports and tourism; whereas the strongest impact of transport infrastructure investment was recorded in Eastern Europe and, more particularly, in the new Member States, to which 69 % of the total transport funding was allocated;

Amendment

A. whereas in the 2007-2013 period, EUR 81 billion, or almost one third (31 %) of the ESIF was invested in transport infrastructure, which had a clear impact on GDP, business creation, industry, employment, exports and tourism; whereas the strongest impact of transport infrastructure investment was recorded in Eastern Europe and, more particularly, in the new Member States, to which 69 % of the total transport funding was allocated; ***whereas despite these investment efforts, road and rail infrastructure across the EU has been degrading because of too little maintenance, as maintenance budgets in several Member States have often experienced severe cuts since the economic crisis and have not evolved in line with the increasing extent of infrastructure and ageing of crucial links;***

Or. en

Amendment 12
Fernando Ruas

Motion for a resolution
Recital B

Motion for a resolution

B. whereas 2014-2020 is marked by increased ESIF and CEF budgets *and*, despite the delayed implementation of the programming period, there is no major impact on transport investments; whereas EU transport infrastructure investments are one of the policies that provide the highest EU added value due to the spill-over effects within the single market, which effectively make all Member States net beneficiaries of the investment;

Amendment

B. whereas 2014-2020 ***Multiannual Financial Framework*** is marked by increased ESIF and CEF budgets, ***along with the adverse effects of the economic and financial crisis- particularly in its first years, and*** despite the delayed implementation of the programming period, there is no major impact on transport investments; whereas EU transport infrastructure investments are one of the policies that provide the highest EU added value due to the spill-over effects within the single market, which effectively make all Member States net beneficiaries of the investment;

Or. en

Amendment 13
Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution
Recital B

Motion for a resolution

B. whereas 2014-2020 is marked by increased ESIF and CEF budgets and, despite the delayed implementation of the programming period, there is no major impact on transport investments; whereas EU transport infrastructure investments are one of the policies that provide ***the highest*** EU added value due to the spill-over effects within the single market, which effectively make all Member States net

Amendment

B. whereas 2014-2020 is marked by increased ESIF and CEF budgets and, despite the delayed implementation of the programming period, there is no major impact on transport investments; whereas EU transport infrastructure investments are one of the policies that provide ***significant*** EU added value due to the spill-over effects within the single market, which effectively make all Member States net

beneficiaries of the investment;

beneficiaries of the investment;

Or. es

Amendment 14
Andor Deli

Motion for a resolution
Recital B

Motion for a resolution

B. whereas 2014-2020 is marked by increased ESIF and CEF budgets and, despite the delayed implementation of the programming period, there is no major impact on transport investments; whereas EU transport infrastructure investments are one of the policies that provide the highest EU added value due to the spill-over effects within the single market, which effectively make all Member States net beneficiaries of the investment;

Amendment

B. whereas 2014-2020 is marked by increased ESIF and CEF budgets and, despite the delayed implementation of the programming period, there is no major impact on transport investments, ***however the railway investments are lagging behind***; whereas EU transport infrastructure investments are one of the policies that provide the highest EU added value due to the spill-over effects within the single market, which effectively make all Member States net beneficiaries of the investment;

Or. en

Amendment 15
Andrey Novakov

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas success stories of road, rail and port projects backed by the EU budget contribute to economy, growth, industry, export, tourism, trade, creation of jobs, revival of regions and reversal of depopulation trends; whereas there are examples of EU added value such as: the modernisation of railway line E30/C-E30,

Kraków – Rzeszow in Poland or Sofia-Plovdiv railway in Bulgaria; Leipzig City Rail Tunnel (Modules 5 and 6) in Germany or the track modernisation Votice to Benešov u Prahy in the Czech Republic; Reconstruction of Ülemiste Junction in Tallinn, Estonia or the rehabilitation of national road DN6 Alexandria – Craiova in Romania; Madrid-Valencia-Murcia High Speed Rail in Spain or the completion of Trakia motorway from Sofia to the Black Sea port of Burgas; Budapest Metro Line 4 in Hungary or Sofia Metro Lines in Bulgaria and many others;

Or. en

Amendment 16 Bronis Ropé

Motion for a resolution Recital C

Motion for a resolution

C. whereas TEN-T and transport infrastructure such as road, **high-speed** rail, waterways and air are EU priorities, and if European investment were to lag behind, increased FDI could fill the gap while relocating profits, taxes and job opportunities outside of the EU, perhaps increasing the dependence and macroeconomic instability of the regions; whereas such a process would undermine the Union's regional presence and policies in the long term and would lead to fragmentation and divergence;

Amendment

C. whereas TEN-T and transport infrastructure such as road, rail, waterways, **cycling** and air are **to contribute to** EU priorities **such as cohesion, economic development, job creation and climate change adaptation**; and if European investment were to lag behind, increased FDI could fill the gap while relocating profits, taxes and job opportunities outside of the EU, perhaps increasing the dependence and macroeconomic instability of the regions; whereas such a process would undermine the Union's regional presence and policies in the long term and would lead to fragmentation and divergence;

Or. en

Amendment 17

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Recital C

Motion for a resolution

C. whereas TEN-T and transport infrastructure such as road, **high-speed rail**, waterways and air are EU priorities, and if European investment were to lag behind, increased FDI could fill the gap while relocating profits, taxes and job opportunities outside of the EU, perhaps increasing the dependence and macroeconomic instability of the regions; whereas such a process would undermine the Union's regional presence and policies in the long term and would lead to fragmentation and divergence;

Amendment

C. whereas TEN-T and transport infrastructure such as road, **railways**, waterways and air are EU priorities, and if European investment were to lag behind, increased FDI could fill the gap while relocating profits, taxes and job opportunities outside of the EU, perhaps increasing the dependence and macroeconomic instability of the regions; whereas such a process would undermine the Union's regional presence and policies in the long term and would lead to fragmentation and divergence;

Or. es

Amendment 18

Fernando Ruas

Motion for a resolution

Recital C

Motion for a resolution

C. whereas TEN-T and transport infrastructure such as road, high-speed rail, **waterways and air** are EU priorities, and if European investment were to lag behind, increased FDI could fill the gap while relocating profits, taxes and job opportunities outside of the EU, perhaps increasing the dependence and macroeconomic instability of the regions; whereas such a process would undermine the Union's regional presence and policies in the long term and would lead to fragmentation and divergence;

Amendment

C. whereas TEN-T and transport infrastructure such as road **and rail infrastructure, particularly** high-speed rail, **ports, water and airways** are EU priorities, and if European investment were to lag behind, increased FDI could fill the gap while relocating profits, taxes and job opportunities outside of the EU, perhaps increasing the dependence and macroeconomic instability of the regions; whereas such a process would undermine the Union's regional presence and policies in the long term and would lead to fragmentation and divergence;

Amendment 19

Marc Joulaud, Franck Proust, Renaud Muselier

Motion for a resolution

Recital C

Motion for a resolution

C. whereas TEN-T and transport infrastructure such as road, high-speed rail, waterways and air **are EU priorities**, and if European investment were to lag behind, increased FDI could fill the gap while relocating profits, taxes and job opportunities outside of the EU, perhaps increasing the dependence and macroeconomic instability of the regions; whereas such a process would undermine the Union's regional presence and policies in the long term and would lead to fragmentation and divergence;

Amendment

C. whereas TEN-T and transport infrastructure such as road, high-speed rail, waterways and air, **notably through stations, ports and airports, especially those with a regional focus, are priorities for the Union and connectivity within its territories** and if European investment were to lag behind, increased FDI could fill the gap while relocating profits, taxes and job opportunities outside of the EU, perhaps increasing the dependence and macroeconomic instability of the regions; whereas such a process would undermine the Union's regional presence and policies in the long term and would lead to fragmentation and divergence;

Amendment 20

Bronis Ropé

Motion for a resolution

Recital C a (new)

Motion for a resolution

Amendment

Ca. whereas there is an urgent need for transformation of certain parts of the transport sector in order to address the need to drastically and rapidly reduce greenhouse gas emissions, in this way mitigating climate change;

Amendment 21

Bronis Ropé

Motion for a resolution

Recital C b (new)

Motion for a resolution

Amendment

Cb. whereas the current state of transport generates air pollution, noise, traffic congestion and land consumption with negative impacts on the quality of life of citizens; whereas sustainability in the transport sector needs to be improved;

Amendment 22

Ángela Vallina, Martina Michels, Martina Anderson

Motion for a resolution

Recital D

Motion for a resolution

Amendment

D. whereas smart, sustainable and fully interconnected transport, energy and digital networks are a *necessary condition* for the completion and smooth operation of the *European single market and for linking Europe with the world market; whereas these are genuine arteries for European economic growth and the wellbeing of its* citizens;

D. whereas smart, sustainable and fully interconnected transport, energy and digital networks are a *key factor in* the completion and smooth operation of the *economy and in the well-being of Europe's* citizens;

Amendment 23

Andor Deli

Motion for a resolution

Recital D

Motion for a resolution

D. whereas smart, sustainable and fully interconnected transport, energy and digital networks are a necessary condition for the completion and smooth operation of the European single market and for linking Europe with the world market; whereas these are genuine arteries for European economic growth and the wellbeing of its citizens;

Amendment

D. whereas smart, **future-proof**, sustainable and fully interconnected transport, energy and digital networks are a necessary condition for the completion and smooth operation of the European single market and for linking Europe with the world market; whereas these are genuine arteries for European economic growth and the wellbeing of its citizens;

Or. en

Amendment 24

Fernando Ruas

Motion for a resolution

Recital D

Motion for a resolution

D. whereas smart, sustainable and fully interconnected transport, energy and digital networks are a necessary condition for the completion and smooth operation of the European single market and for linking Europe with the world market; whereas these are genuine arteries for European economic growth and the wellbeing of its citizens;

Amendment

D. whereas smart, sustainable and fully interconnected transport, **communications**, energy and digital networks are a necessary condition for the completion and smooth operation of the European single market and for linking Europe with the world market; whereas these are genuine arteries for European economic growth and the wellbeing of its citizens;

Or. en

Amendment 25

Ivan Jakovčić, Jozo Radoš

Motion for a resolution

Recital D

Motion for a resolution

Amendment

D. whereas smart, sustainable and fully interconnected transport, energy and digital networks are a necessary condition for the completion and smooth operation of the European single market and for linking Europe with the world market; whereas these are genuine arteries for European economic growth and the wellbeing of its citizens;

D. whereas smart, sustainable and fully interconnected transport, energy and digital networks are a necessary condition for the completion and smooth operation of the European single market and for linking Europe with the world market; whereas these are genuine arteries for European economic growth, ***strengthening cohesion*** and the wellbeing of its citizens;

Or. hr

Amendment 26
John Howarth

Motion for a resolution
Recital D a (new)

Motion for a resolution

Amendment

Da. whereas removing bottlenecks can have additional benefits such as dramatically improving air quality locally; whereas effective investment can also result in modal shifts, encouraging - for example - people to move from air travel to rail travel, especially over distances where rail travel is much more sustainable;

Or. en

Amendment 27
Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Motion for a resolution
Recital D a (new)

Motion for a resolution

Amendment

Da. whereas transport is an important building block in the EU energy-climate policy, and whereas EU target minimum share for renewable energy and targets

for reducing greenhouse gas emissions cannot be reached without a significant contribution from transport;

Or. en

Amendment 28
Fernando Ruas

Motion for a resolution
Recital D a (new)

Motion for a resolution

Amendment

Da. whereas efficient transport infrastructure and services, through servicing the other economic sectors, are a crucial stimulus to jobs creation, economic growth, sustainable development and competitiveness;

Or. en

Amendment 29
Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Motion for a resolution
Recital D b (new)

Motion for a resolution

Amendment

Db. whereas transport currently accounts for 32% of EU's total energy consumption and transport emissions are responsible, according to the EEA report "Approximated EU greenhouse gas inventory 2016", for 27% of total EU greenhouse gas emissions, representing an important environmental concern in terms of air pollution; whereas, furthermore, its energy demand relies almost entirely on (imported) oil, leading to energy dependency and vulnerability to price fluctuation;

Amendment 30
John Howarth

Motion for a resolution
Recital D b (new)

Motion for a resolution

Amendment

Db. whereas investment in transport infrastructure will increasingly need to take into account the effect of transitions towards more environmentally friendly vehicles, greener transport networks and will have implications for investment in enabling power network infrastructures;

Or. en

Amendment 31
Fernando Ruas

Motion for a resolution
Recital D b (new)

Motion for a resolution

Amendment

Db. whereas a recent European Commission document demonstrates that in low-income regions of Europe, investments targeting improved accessibility are proving their worth as catalysts for growth;

Or. en

Amendment 32
Fernando Ruas

Motion for a resolution
Recital D c (new)

Motion for a resolution

Amendment

Dc. whereas in European Regions – both in rural and urban areas, transport infrastructure is an important tool to effectively increase the size and broaden qualifications of a local labour market and therefore improve the productivity of local firms and organizations, contributing to the EU objectives of job creation and economic growth;

Or. en

**Amendment 33
Fernando Ruas**

**Motion for a resolution
Recital D d (new)**

Motion for a resolution

Amendment

Dd. whereas further improvement of port services and port hinterland connections by rail is essential to the strengthening of EU’s economic, social and territorial cohesion;

Or. en

**Amendment 34
Fernando Ruas**

**Motion for a resolution
Recital D e (new)**

Motion for a resolution

Amendment

De. whereas improved transport mobility is vital for helping to reduce the outermost regions “accessibility gap” caused by remoteness from continental Europe-essentially insularity and difficult topography;

Amendment 35

Bronis Ropé

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Underlines that the Connecting Europe Facility (CEF), the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) 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’; proposes that, due to the high European added value and the extensive spill-over effects generated, these funding sources should remain available for ***all eligible*** EU regions;

Amendment

1. Underlines that the Connecting Europe Facility (CEF), the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) 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’; proposes that, due to the high European added value and the extensive spill-over effects generated, these funding sources should remain available for EU regions;

Amendment 36

Ivan Jakovčić, Jozo Radoš

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Underlines that the Connecting Europe Facility (CEF), the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) 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’; proposes that, due to the high European

Amendment

1. Underlines that the Connecting Europe Facility (CEF), the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) should remain, ***in the next programming period***, the core EU sources for transport infrastructure investments under the thematic objective of ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’; proposes that, due to the

added value and the extensive spill-over effects generated, these funding sources should remain available for all eligible EU regions;

high European added value and the extensive spill-over effects generated, these funding sources should remain available for all eligible EU regions;

Or. hr

Amendment 37
Fernando Ruas

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Underlines that the Connecting Europe Facility (CEF), the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) 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’; proposes that, due to the high European added value and the extensive spill-over effects generated, these funding sources should remain available for all eligible EU regions;

Amendment

1. Underlines that the Connecting Europe Facility (CEF), the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) 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’, ***which through promoting more efficient and more sustainable transport services, will maximise the economic strengths of all EU regions, supporting the internal market, trade and reinforcing EU’s economic, social and territorial cohesion***; proposes that, due to the high European added value and the extensive spill-over effects generated, these funding sources should remain available for all eligible EU regions;

Or. en

Amendment 38
Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Underlines that the Connecting Europe Facility (CEF), the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) 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’; proposes that, due to the high European added value and the extensive spill-over effects generated, these funding sources should remain available for all eligible EU regions;

Amendment

1. Underlines that the Connecting Europe Facility (CEF), the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) 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’; proposes that, due to the high European added value and the extensive spill-over effects generated, these funding sources should remain available for all eligible EU regions, ***without detracting from the need to award priority to the less developed regions and regions clearly lagging behind in terms of transport infrastructure***;

Or. es

Amendment 39
Andor Deli

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Underlines that the Connecting Europe Facility (CEF), the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) 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’; proposes that, due to the high European added value and the extensive spill-over effects generated, these funding sources should remain available for all eligible EU regions;

Amendment

1. Underlines that the Connecting Europe Facility (CEF), the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) 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’; proposes that, due to the high European added value and the extensive spill-over effects generated, these funding sources should remain available for all eligible EU regions ***in order to contribute to the implementation of basic goals of EU***

cohesion policy;

Or. en

Amendment 40

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Stresses that infrastructure and transport policy must be based on a social and economic model that reduces demand for goods haulage and passenger transport without impacting on the economic welfare and needs of the public; therefore sees a need, on the one hand, for a more decentralised and balanced economic system that avoids massive transfers of goods and workers, and which enables endogenous regional development, and, on the other hand, a new approach and praxis in regional planning which narrows the gap between cities and rural areas and segmentation between over-populated areas and depopulated ones; also sees a need to promote measures such as prioritising the use of public and community transport, cycling and pedestrian infrastructure, the consumption of local and seasonal products, and sustainable local for tourism and leisure models, etc. Considers this to be the only way to achieve genuinely sustainable development that is environment-friendly, economically viable and delivers territorial and social cohesion;

Or. es

Amendment 41

Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Reiterates the urgent need for an actual sustainability of transport throughout the EU; in this regard, notes with concern that, if the transition to low-emission alternative energy in transport has begun, greenhouse gas emissions in transport did not show the same decline as in other sectors, also because of lack of strong incentives to innovate in energies and technologies needed for the long-term decarbonisation and energy diversification of transport;

Or. en

Amendment 42

Bronis Ropé

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Considers that the European added value of investment in transport infrastructure in more developed and transition regions needs to be re-assessed, taking also into account shrinking budgetary options; believes that regions sufficiently equipped with transport infrastructure, in particular highways, should no longer use EU funding for additional road construction, as the added-value is questionable and the contribution to EU priorities low;

Or. en

Amendment 43

Norica Nicolai, Victor Boştinaru, Daniel Buda, Dan Nica, Maria Gabriela Zoană

Motion for a resolution

Paragraph 2

Motion for a resolution

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF **and CF have** a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

Amendment

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects, **with additional CF assistance for cohesion countries lagging significantly behind other Member States in terms of development and infrastructure**; recalls also that the ERDF **has** a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

Or. ro

Amendment 44

Ivan Jakovčić, Jozo Radoš

Motion for a resolution

Paragraph 2

Motion for a resolution

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced

Amendment

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced

construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF and CF have a strong regional dimension that responds to local **demand** and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF and CF have a strong regional dimension that responds to **regional and** local **needs** and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

Or. hr

Amendment 45
Matthijs van Miltenburg

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF and CF have a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources

Amendment

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF and CF have a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources

need to be strengthened in ***an even*** manner in order to avoid asymmetric distribution of investment between the levels;

need to be strengthened in ***a balanced*** manner in order to avoid asymmetric distribution of investment between the levels;

Or. en

Amendment 46
Andrey Novakov

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF and CF have a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

Amendment

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of ***core*** TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF and CF have a strong regional dimension that responds to local demand (***urban and peri-urban areas***) and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals (***comprehensive TEN-T network***); underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels; ***Calls on the Commission to facilitate simplified, timely and flexible procedure for transferability of resources between regions, operational programmes and programme axes under ESIF in order to adequately meet changing economic reality and regional demand.***

Or. en

Amendment 47
Fernando Ruas

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF and CF have a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

Amendment

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety, ***technological innovation*** and environmental aspects; recalls also that the ERDF and CF have a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

Or. en

Amendment 48
Bronis Ropë

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and

Amendment

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and

shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF and CF have a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects *as well as paying due attention to regional specifics*; recalls also that the ERDF and CF have a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

Or. en

Amendment 49
Daniel Buda, Iuliu Winkler

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF *and CF have* a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner

Amendment

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF *has* a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; *stresses the importance of intermodal transport in terms of greater economy, sustainability and adaptability to local and regional*

in order to avoid asymmetric distribution of investment between the levels;

needs and calls on the Member State authorities to support the development thereof; underlines in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

Or. ro

Amendment 50
Tonino Picula

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF and CF have a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

Amendment

2. Notes that the intervention logic behind EU transport infrastructure investment should remain a well-balanced construction of centrally managed and shared management sources in order to address policy and funding needs; recalls that the CEF aims to address centrally the EU-wide priority of TEN-T corridors, including safety and environmental aspects; recalls also that the ERDF and CF have a strong regional dimension that responds to local demand and they support the connectivity to TEN-T and mobility through secondary and tertiary nodes and multimodal terminals; *also recalls that in Article 4 of the TEN-T Regulation, this network is attributed the aim of providing a balanced coverage of all European regions;* underlines, in this context, that the relevant budgetary envelopes for the three funding sources need to be strengthened in an even manner in order to avoid asymmetric distribution of investment between the levels;

Or. en

Amendment 51

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Calls on the Commission to present, within six months, a detailed and up-to-date country-by-country and project-by-project report on financing in the periods 2007-2014 and 2014-2020 under the ERDF and the Cohesion Fund, with a breakdown for each of the tangible objectives under Article 5(7) of Regulation (EU) No 1301/2013 on the European Regional Development Fund and Article 4(d) of Regulation (EU) No 1300/2013 on the Cohesion Fund; that report should cover the cost of the projects, the EU financing involved and the effective use of the infrastructure completed, and include an analysis of their economic and social benefits;

Or. es

Amendment 52

Tomasz Piotr Poręba

Motion for a resolution

Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU; calls therefore for the 'Via Carpatia' project to be incorporated into the TEN-T core network; stresses that with the construction of the Via Carpatia outlying

regions of the EU will have the opportunity of accelerated development through stimulation of investment and business growth;

Or. en

Amendment 53

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Considers that the role of additional sources such as the European Fund for Strategic Investments (EFSI) needs to be defined in view of their complementarity to the ERDF and CF and their additionality to EIB lending operations; ***notes in this regard that 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; notes that the support available through the EU guarantee should be provided to bankable infrastructure projects which would not otherwise be supported through the ERDF, CF or CEF;

Amendment

3. Considers that the role of additional sources such as the European Fund for Strategic Investments (EFSI) needs to be defined in view of their complementarity to the ERDF and CF and their additionality to EIB lending operations; ***stresses that doubts linger as to the need for the EFSI and its effectiveness and finds it regrettable that public guarantees are provided for private sector operations when it is the private sector operator who reaps the rewards of successful projects; stresses that in any event the EFSI must prioritise sustainable transport and essential transport infrastructure projects that offer high social, economic and environmental added value, and focus on those projects that foster quality job creation, long-term growth, innovation and territorial cohesion, including sustainable urban transport and railway projects, meaning that it must maintain a territorial balance in investments; notes in this regard that EFSI should serve to match*** financial instruments to private investment and to national/regional financing at project level; notes that the support available through the EU guarantee should be provided to bankable infrastructure projects which would not otherwise be supported through the ERDF,

CF or CEF;

Or. es

Amendment 54
Matthijs van Miltenburg

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Considers that the role of additional sources such as the European Fund for Strategic Investments (EFSI) needs to be defined in view of their complementarity to the ERDF and CF and their additionality to EIB lending operations; notes in this regard that 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; notes that *the support available through the EU guarantee should be provided to* bankable infrastructure projects *which would not otherwise* be supported *through the* ERDF, CF or CEF;

Amendment

3. Considers that the role of additional sources such as the European Fund for Strategic Investments (EFSI) needs to be defined in view of their complementarity to the ERDF and CF and their additionality to EIB lending operations; notes in this regard that 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; notes that bankable infrastructure projects *should primarily* be supported *by loans, EU guarantee or blending, in addition to co-financing by* ERDF, CF or CEF;

Or. en

Amendment 55
Bronis Ropë

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Considers that the role of additional sources such as the European Fund for Strategic Investments (EFSI) needs to be defined in view of their complementarity to the ERDF and CF and their additionality to

Amendment

3. Considers that the role of additional sources such as the European Fund for Strategic Investments (EFSI) needs to be defined in view of their complementarity to the ERDF and CF and their additionality to

EIB lending operations; notes in this regard that 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; notes that the support available through the EU guarantee should be provided to bankable infrastructure projects which would not otherwise be supported through the **ERDF, CF or CEF**;

EIB lending operations; notes in this regard that 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; notes that the support available through the EU guarantee should be provided to bankable infrastructure projects which would not otherwise be supported through the **private sector; is concerned that resources from ERDF and CF are used to bear the highest risk taking tranche in case EFSI is combined with them**;

Or. en

Amendment 56

Ivan Jakovčić, Jozo Radoš

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Considers that the role of additional sources such as the European Fund for Strategic Investments (EFSI) needs to be defined in view of their complementarity to the ERDF and CF and their additionality to EIB lending operations; notes in this regard that 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; notes that the support available through the EU guarantee should be provided to bankable infrastructure projects which would not otherwise be supported through the ERDF, CF or CEF;

Amendment

3. Considers 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; notes in this regard that 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; notes that the support available through the EU guarantee should be provided to bankable infrastructure projects which would not otherwise be supported through the ERDF, CF or CEF;

Or. hr

Amendment 57
Andrey Novakov

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Considers that the role of additional sources such as the European Fund for Strategic Investments (EFSI) needs to be defined in view of their complementarity to the ERDF and CF and their additionality to EIB lending operations; notes in this regard that 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; notes that the support available through the EU guarantee should be provided to bankable infrastructure projects which would not otherwise be supported through the ERDF, CF or CEF;

Amendment

3. Considers that the role of additional sources such as the European Fund for Strategic Investments (EFSI) needs to be defined in view of their complementarity to the ERDF and CF and their additionality to EIB lending operations; notes ***that the 2017 CEF Transport Blending Call has also been designed to strengthen those synergies, but exchange of best practices between Member States and further support to capacity is needed; highlights*** in this regard that 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; notes that the support available through the EU guarantee should be provided to bankable infrastructure projects which would not otherwise be supported through the ERDF, CF or CEF;

Or. en

Amendment 58
Tomasz Piotr Poręba

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Considers that the role of additional sources such as the European Fund for Strategic Investments (EFSI) needs to be defined in view of their complementarity to the ERDF and CF and their additionality to EIB lending operations; notes in this regard

Amendment

3. Considers that the role of additional sources such as the European Fund for Strategic Investments (EFSI) needs to be defined in view of their complementarity to the ERDF and CF and their additionality to EIB lending operations; notes in this regard

that 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; notes that the support available through the EU guarantee should be provided to bankable infrastructure projects which would not otherwise be supported through the ERDF, CF or CEF;

that 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; notes that the support available through the EU guarantee should be provided to bankable infrastructure projects which would not otherwise be supported through the ERDF, CF or CEF; ***believes that grants should continue to be the main financial source of investments in transport infrastructure; however, points out, that in order to increase investments and to achieve fully European and national goals, synergy between structural funds and European Fund for Strategic Investments should be used when appropriate;***

Or. en

Amendment 59

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Points out that, in all circumstances, grants should be the key tool for funding sustainable public transport infrastructure, and especially railways;

Or. es

Amendment 60

Norica Nicolai, Daniel Buda, Dan Nica, Maria Gabriela Zoană

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Notes that infrastructure requires objective quantification of demand prior to setting the budget and the delivery methods; underlines that it should be possible for the ERDF **and CF** eligibility criteria to consider existing demand at NUTS 3 level;

Amendment

4. Notes that infrastructure requires objective quantification of demand prior to setting the budget and the delivery methods; underlines that it should be possible for the ERDF eligibility criteria to consider existing demand at NUTS 3 level;

Or. ro

Amendment 61
Bronis Ropè

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Notes that infrastructure requires objective quantification of demand prior to setting the budget and the delivery methods; underlines that it should be possible for the ERDF and CF **eligibility criteria** to consider existing demand at NUTS 3 level;

Amendment

4. Notes that infrastructure requires objective quantification of demand prior to setting the budget and the delivery methods; underlines that it should be possible for the ERDF and CF **investment planning** to consider existing demand at NUTS 3 level;

Or. en

Amendment 62
Fernando Ruas

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Notes that infrastructure requires objective quantification of demand prior to setting the budget and the delivery methods; underlines that it should be possible for the ERDF and CF eligibility criteria to consider existing demand at

Amendment

4. Notes that infrastructure requires objective quantification of demand **and future use**, prior to setting the budget and the delivery methods; underlines that it should be possible for the ERDF and CF eligibility criteria to consider existing

NUTS 3 level;

demand at NUTS 3 level;

Or. en

Amendment 63

Ivan Jakovčić, Jozo Radoš

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Notes that infrastructure requires objective quantification of demand prior to setting the budget and the delivery methods; underlines that it should be possible for the ERDF and CF eligibility criteria to consider existing demand at NUTS 3 level;

Amendment

4. Notes that infrastructure requires objective quantification of demand ***and justified needs*** prior to setting the budget and the delivery methods; underlines that it should be possible for the ERDF and CF eligibility criteria to consider existing demand at NUTS 3 level;

Or. hr

Amendment 64

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Notes that infrastructure requires objective quantification of demand prior to setting the budget and the delivery methods; underlines that it should be possible for the ERDF and CF eligibility criteria to consider existing demand at NUTS 3 level;

Amendment

4. Notes that infrastructure requires objective quantification of demand prior to setting the budget and the delivery methods; ***believes that one priority should be to upgrade existing infrastructure by increasing its capacity, quality and safety;*** underlines that it should be possible for the ERDF and CF eligibility criteria to consider existing demand at NUTS 3 level;

Or. es

Amendment 65
John Howarth

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Notes that infrastructure requires objective quantification of demand prior to setting the budget and the delivery methods; underlines that it should be possible for the ERDF and CF eligibility criteria to consider existing demand at NUTS 3 level;

Amendment

4. Notes that infrastructure requires objective quantification of demand prior to setting the budget and the delivery methods; underlines that it should be possible for the ERDF and CF eligibility criteria to consider existing demand at NUTS 3 level; ***Notes also that cross-European, regional and local transport network modelling can be effective in demonstrating where investment would best deliver European added value;***

Or. en

Amendment 66
Tonino Picula

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Emphasises that, in order to ensure better interoperable integration between transport modes and stronger focus towards the Trans-European Networks 2020, the EU transport infrastructure investments should be carried out in full consistency with existing comprehensive transport plans; notes that complexity of such infrastructure investments requires sufficient institutional capacities in Member states and regions for the implementation; calls for adequate capacity-building funding for planning, implementing and managing investment projects;

Amendment 67

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Believes that all transport infrastructure should be subject to broad public debate, in-depth investigation into its actual necessity and economic and social benefit, and to an exhaustive environmental impact study; considers that only infrastructure on which there is public consensus, which is necessary and socially beneficial and which does not occasion major and/or irreparable environmental damage should be implemented and financed through EU instruments;

Or. es

Amendment 68

Ivana Maletić

Motion for a resolution

Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Stresses the need for more integrated approach to the investments in transport infrastructure, to improve work on multimodal connectivity and to increase investments in inland waterways and ports; calls on the Commission and Member States to encourage the evolution towards more active public sector involvement in innovation led transport solutions at national, regional but also at local/urban and rural level with the aim to

develop smart transport solutions;

Or. en

Amendment 69

Bronis Ropë

Motion for a resolution

Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Underlines the importance of public consultations prior to project implementation, in particular in case of major projects, in order to ensure ownership on the ground and compliance with local and regional public interest as well as local and regional development goals;

Or. en

Amendment 70

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 4 b (new)

Motion for a resolution

Amendment

4b. Calls for a pivotal decision-making role to be played by the local and regional authorities, and by civil society and local community representatives, in the adoption, planning and financing of transport infrastructure, including in European cross-border coordination and cooperation;

Or. es

Amendment 71

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 4 c (new)

Motion for a resolution

Amendment

4c. Believes that EU transport infrastructure funding should be geared primarily to sustainable means of transport such as conventional railways, waterways and short-sea shipping; stresses that projects in receipt of co-financing should reflect the need for infrastructure which benefits the EU from a perspective of social, economic and territorial cohesion, which minimises the impact on the environment, which is resistant to the potential impact of climate change and which protects health and ensures user safety; emphasises that EU funding for such means of transport through cohesion policy and the Connecting Europe Facility should be increased, since it is these types of transport which best ensure that the stated aims of transport policy and cohesion policy are achieved;

Or. es

Amendment 72

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 4 d (new)

Motion for a resolution

Amendment

4d. Emphasises in particular regarding railways that special attention should be paid to revitalising and maintaining branch lines that connect with national main lines and European corridors, provide cross-border

connections between Member States and relieve bottlenecks; that local, regional and national railway connections that have been abandoned despite their economic and public worth, and especially cross-border connections, should be rejuvenated as a matter of urgency; and that initiatives to find new uses for disused lines, such as goods transport or new tourism services, should be promoted. Calls on the Commission also to ensure that the use of railways for goods transport is stepped up with a view to greater network efficiency and more sustainable and safe transport;

Or. es

Amendment 73
Matthijs van Miltenburg

Motion for a resolution
Paragraph 5

Motion for a resolution

Amendment

5. Calls for the creation of an EU transport infrastructure index as an additional eligibility criterion in order to accurately reflect regional and local demand; proposes that the index help determine the overall envelope of investments as well as the co-financing rates; suggests that the EU transport scoreboard could be the basis for the proposed index with complementary elements such as road safety, regional specifics and environmental impact, which could contribute to the accuracy of the assessments;

deleted

Or. en

Amendment 74
Bronis Ropé

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls for the creation of an EU transport infrastructure index as an additional eligibility criterion in order to accurately reflect regional and local demand; proposes that the index help determine the overall envelope of investments ***as well as the co-financing rates***; suggests that the EU transport scoreboard could be the basis for the proposed index with complementary elements such as ***road*** safety, regional specifics and environmental impact, which could contribute to the accuracy of the assessments;

Amendment

5. Calls for the creation of an EU transport infrastructure index as an additional eligibility criterion in order to accurately reflect regional and local demand; proposes that the index help determine the overall envelope of ***transport*** investments; suggests that the EU transport scoreboard could be the basis for the proposed index with complementary elements such as safety, regional specifics, ***availability of alternative modes of transport*** and environmental impact, which could contribute to the accuracy of the assessments;

Or. en

Amendment 75
Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls for ***the*** creation of an EU transport infrastructure index as an additional eligibility criterion in order to accurately reflect regional and local demand; proposes that the index help determine the overall envelope of investments as well as the co-financing rates; suggests that the EU transport scoreboard could be the basis for the proposed index with complementary elements such as road safety, regional specifics and environmental impact, which could contribute to the accuracy of the assessments;

Amendment

5. Calls for ***a study to be conducted on the possible*** creation of an EU transport infrastructure index as an additional eligibility criterion in order to accurately reflect regional and local demand; proposes that the index help determine the overall envelope of investments as well as the co-financing rates; suggests that the EU transport scoreboard could be the basis for the proposed index with complementary elements such as road safety, regional specifics and environmental impact, which could contribute to the accuracy of the assessments; ***calls on the Commission to present to Parliament, within six months,***

a communication on this transport infrastructure index;

Or. es

Amendment 76
Tonino Picula

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls for the creation of an EU transport infrastructure index as an additional eligibility criterion in order to accurately reflect regional and local demand; proposes that the index help determine the overall envelope of investments as well as the co-financing rates; suggests that the EU transport scoreboard could be the basis for the proposed index with complementary elements such as road safety, regional specifics and environmental impact, which could contribute to the accuracy of the assessments;

Amendment

5. Calls for the creation of an EU transport infrastructure index as an additional eligibility criterion in order to accurately reflect regional and local demand; proposes that the index help determine the overall envelope of investments as well as the co-financing rates; suggests that the EU transport scoreboard could be the basis for the proposed index with complementary elements such as road ***and rail*** safety, ***multimodal connectivity***, regional specifics and environmental impact, which could contribute to the accuracy of the assessments;

Or. en

Amendment 77
Ivan Jakovčić, Jozo Radoš

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls for the creation of an EU transport infrastructure index as an additional eligibility criterion in order to accurately reflect regional and local demand; proposes that the index help

Amendment

5. Calls for the creation of an EU transport infrastructure index as an additional eligibility criterion in order to accurately reflect regional and local demand; proposes that the index help

determine the overall envelope of investments as well as the co-financing rates; suggests that the EU transport scoreboard could be the basis for the proposed index with complementary elements such as road safety, regional specifics and environmental impact, which could contribute to the accuracy of the assessments;

determine the overall envelope of investments as well as the co-financing rates; suggests that the EU transport scoreboard could be the basis for the proposed index with complementary elements such as road safety, regional **and local** specifics and environmental impact, which could contribute to the accuracy of the assessments;

Or. hr

Amendment 78
Daniel Buda, Iuliu Winkler

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls for the creation of an EU transport infrastructure index as an additional eligibility criterion in order to accurately reflect regional and local demand; proposes that the index help determine the overall envelope of investments as well as the co-financing rates; suggests that the EU transport scoreboard could be the basis for the proposed index with complementary elements such as road safety, regional specifics and environmental impact, which could contribute to the accuracy of the assessments;

Amendment

5. Calls for the creation of an EU transport infrastructure index as an additional eligibility criterion in order to accurately reflect regional and local demand; ***calls for account to be taken, in principle, of regional traffic volumes and the economic, social and environmental impact thereof in establishing infrastructural investment priorities.*** proposes that the index help determine the overall envelope of investments as well as the co-financing rates; suggests that the EU transport scoreboard could be the basis for the proposed index with complementary elements such as road safety, regional specifics and environmental impact, which could contribute to the accuracy of the assessments;

Or. ro

Amendment 79
Matthijs van Miltenburg

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted ***more intensively*** by ERDF and CF transport infrastructure investments, ***while additional sources and delivery methods should be expanded in the transition and more developed regions;***

Amendment

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted by ERDF and CF transport infrastructure investments, ***if the EU-added value is provided by an adequate cost-benefit analysis;***

Or. en

Amendment 80
Bronis Ropé

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while ***additional sources and delivery methods*** should be ***expanded in the transition and more developed regions;***

Amendment

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while ***attention*** should be ***given to the modal shift in order to also contribute to sustainable mobility;***

Or. en

Amendment 81
Daniel Buda, Iuliu Winkler

Motion for a resolution
Paragraph 6

Motion for a resolution

Amendment

6. *Expresses the view that* the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

6. *Notes the need for investment in basic transport infrastructures in* the less developed regions with negative demographic trends or remote ones with low accessibility, *which* should *also* be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

Or. ro

Amendment 82

Norica Nicolai, Daniel Buda, Dan Nica, Maria Gabriela Zoană

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF *and CF* transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

Amendment

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

Or. ro

Amendment 83

Ivan Jakovčić, Jozo Radoš

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with

Amendment

6. Expresses the view that the less developed regions with negative demographic trends, *a serious lack of*

low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

transport infrastructure, which is a basic requirement for economic development, or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

Or. hr

Amendment 84 **Fernando Ruas**

Motion for a resolution **Paragraph 6**

Motion for a resolution

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

Amendment

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments- *emphasising in this context, that improving accessibility in these regions becomes a precondition for economic development*, while additional sources and delivery methods should be expanded in the transition and more developed regions;

Or. en

Amendment 85 **Georgi Pirinski**

Motion for a resolution **Paragraph 6**

Motion for a resolution

6. Expresses the view that the less developed regions with negative

Amendment

6. Expresses the view that the less developed regions with negative

demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

demographic trends, *mountainous* or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

Or. en

Amendment 86
Tonino Picula

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

Amendment

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF, *CEF* and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

Or. en

Amendment 87
Tomasz Piotr Poręba

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional

Amendment

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional

sources and delivery methods should be expanded in the transition and more developed regions;

sources and delivery methods should be expanded in the transition and more developed regions; *regrets the lack of geographical balance of transport investments in western and eastern parts of the EU; moreover, stresses the need to strengthen infrastructure development in northern and southern parts of the EU;*

Or. en

Amendment 88

John Howarth

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

Amendment

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions; *notes that in some cases the most effective way to benefit less developed regions may be to invest in reducing bottlenecks that occur in better-off regions on key TEN-T corridors or strategic linking routes; bottlenecks in more developed regions can significantly impact the ability of people in less developed regions to travel and move goods efficiently and gain access to markets;*

Or. en

Amendment 89

Marc Joulaud, Franck Proust, Renaud Muselier

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions;

Amendment

6. Expresses the view that the less developed regions with negative demographic trends or remote ones with low accessibility should be targeted more intensively by ERDF and CF transport infrastructure investments, while additional sources and delivery methods should be expanded in the transition and more developed regions; ***calls for more consideration to be given to the strategic role of ports in connecting secondary and tertiary nodes to TEN-T infrastructure;***

Or. fr

Amendment 90
Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Urges that an integrated approach to the objective of sustainable transport be adopted under the cohesion policy, which is to say that it should prioritise interoperability, interconnectivity and intermodality, ensuring an optimum use of all means of transport and fostering the compatibility of interconnections between different means of transport; also favours an intermodal TEN-T approach based on means of transport which are more environmentally friendly, less fuel-expensive and safer, ensuring an optimum use of all means of transport and fostering the compatibility of interconnections between different means of transport;

Amendment 91

Marc Joulaud, Franck Proust, Renaud Muselier

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Stresses the need to give special attention and adequate support to maritime, island, peripheral and outermost regions located away from priority corridors, whatever their level of development, to improve the accessibility and connectivity of all regions of the Union and ensure a balanced coverage of EU territory;

Or. fr

Amendment 92

Fernando Ruas

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Stresses that lagging regions (particularly low income regions), have considerable deficits in basic infrastructure; considers all investment in basic infrastructure to therefore be of strategic importance, particularly in transport infrastructure, as these investments are most likely to continue to contribute positively to economic development in the future;

Or. en

Amendment 93
Andrey Novakov

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Notes, that sustainable innovations in transport require synergies and additionally between three main instruments - ESI Funds, CEF, Horizon 2020 and its successor;

Or. en

Amendment 94
Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution
Paragraph 6 b (new)

Motion for a resolution

Amendment

6b. Recommends that national administrations and regional authorities upgrade intermediate stations and local connections as well as linkages with the TEN-Ts, in order to minimise the costs associated with the existence of peripheral areas; calls on the Commission to promote necessary projects of this type;

Or. es

Amendment 95
Ivan Jakovčić, Jozo Radoš

Motion for a resolution
Paragraph 7

Motion for a resolution

Amendment

7. Calls for ERDF support to European Territorial Cooperation to be

7. Calls for ERDF support to European Territorial Cooperation to be

strengthened through additional resources, and for the establishment of a dedicated priority axis for transport infrastructure investments; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport;

strengthened through *the securing of* additional resources, and for the establishment of a dedicated priority axis *in cross-border programmes* for transport infrastructure investments; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border *infrastructure* investments, in transport;

Or. hr

Amendment 96
Tonino Picula

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources, and for the establishment of a dedicated priority axis for transport infrastructure investments; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport;

Amendment

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources, and for the establishment of a dedicated priority axis for *sustainable* transport infrastructure investments; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; *welcomes EU Enlargement strategy and its provision on increasing connectivity; reiterates the importance of cross-border connectivity within EU and between the EU and the Western Balkans, in line with Transport Community Treaty and EU operational standards;* calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport; *recalls in this regard that seaports and waterways are very often cross-border entities and hence – contrary to the current regulation – should benefit under the CEF from the*

same co-financing rate as cross-border rail and road projects;

Or. en

Amendment 97

Marc Joulaud, Anne Sander

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources, and for the establishment of a dedicated priority axis for transport infrastructure investments; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport;

Amendment

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources, and for the establishment of a dedicated priority axis for transport infrastructure investments; ***calls for a CEF axis, with an adequate budget, to be dedicated to filling the missing links in transport infrastructure in border regions;*** understands that the focus should be on connectivity in cross-border regions, ***and in particular on the missing transport links***, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport;

Or. fr

Amendment 98

Bronis Ropé

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources,

Amendment

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources,

and for the establishment of a dedicated priority axis for transport infrastructure investments; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport;

and for the establishment of a dedicated priority axis for transport infrastructure investments ***while not undermining other priorities of ETC; underlines that all transport modes need to be tackled including public transport and cycling***; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport;

Or. en

Amendment 99
Andrey Novakov

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources, and for the establishment of a dedicated priority axis for transport infrastructure investments; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport;

Amendment

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources, and for the establishment of a dedicated priority axis for transport infrastructure investments (***such as ports, bridges, railways etc.***); understands that the focus should be on connectivity in cross-border regions, ***including EU external borders***, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport;

Or. en

Amendment 100
Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources, and for the establishment of a dedicated priority axis for transport infrastructure investments; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport;

Amendment

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources, and for the establishment of a dedicated priority axis for transport infrastructure investments; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport, ***always taking into consideration environmental and health issues related to the specific building site(s);***

Or. en

Amendment 101
Fernando Ruas

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources, and for the establishment of a dedicated priority axis for transport infrastructure investments; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport;

Amendment

7. Calls for ERDF support to European Territorial Cooperation to be strengthened through additional resources, and for the establishment of a dedicated priority axis for transport infrastructure investments; understands that the focus should be on connectivity in cross-border regions, as well as advisory assistance and capacity building at project level; calls for barriers to be dismantled in order to facilitate investments, and notably cross-border investments, in transport; ***reminds in this context, the importance of building the missing links at borders between EU member-states and along the main***

*European routes, removing bottlenecks
and interconnecting transport modes in
terminals;*

Or. en

Amendment 102

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Emphasises the need to integrate climate protection into cohesion policy as regards the sustainable transport objective and hence pursue the Community's objectives for reducing CO2 emissions; calls on the Commission to require the Member States to integrate Community environmental legislation into the process of adopting and planning projects eligible for funding, and especially Natura2000, strategic environmental assessment, environmental impact assessment, air quality, the Water Framework Directive, the Habitats and Birds Directives, and the European Environmental Agency's Transport and Environment Reporting Mechanism (TERM);

Or. es

Amendment 103

Andrey Novakov

Motion for a resolution

Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Calls for closing the transport

infrastructure gaps with the Western Balkans by focusing on further investment in connectivity and on tackling transport bottlenecks, especially in view of Commission's communication on the European perspective for the Western Balkans; considers in this regard the importance of the European Territorial Cooperation and the macroregional strategies involving the former Yugoslav Republic of Macedonia, Serbia, Kosovo, Albania, Bosnia and Herzegovina and Montenegro;

Or. en

Amendment 104
Georgi Pirinski

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Underlines the role of macroregional strategies for integrated transport projects which bring added value for EU and non-EU member states; calls on the Commission and Member States for better coordination of transport plans and projects with candidate and neighbouring countries in order to achieve more effective and efficient use of EU resources under ESIF, pre-accession and other programmes and funding instruments;

Or. en

Amendment 105
Ivan Jakovčić, Jozo Radoš

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. *Calls for facilitating preparations for and implementing transport infrastructure projects under the EU cross-border cooperation programmes that are being implemented with candidate countries and other European neighbourhood countries in support of their European integration processes;*

Or. hr

Amendment 106
Bronis Ropë

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. *Stresses that more attention should be given to greening the transport fleet, in particular in the public sector, and to support the shift towards clean energy, in particular by promoting the expansion of electric vehicles charging infrastructure;*

Or. en

Amendment 107
Tonino Picula

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. *Stresses the importance of the modernisation and improved use of the internal and cross-border waterways in the EU, while reducing existing bottlenecks, such as different legislation to the use and modernisation of locks,*

tonnage and operational hours;

Or. en

Amendment 108

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 7 b (new)

Motion for a resolution

Amendment

7b. Stresses that increased energy efficiency should be one of the key priorities of European transport policy and, therefore, of cohesion policy in that field; emphasises the importance of promoting electro-mobility and electric public transport systems, alongside the introduction of renewable electrical energy sources, awarding priority to continuing electrification of the railway network;

Or. es

Amendment 109

Tonino Picula

Motion for a resolution

Paragraph 7 b (new)

Motion for a resolution

Amendment

7b. Underlines the clear complementarity between the thematic objectives 7 and 4 (supporting the shift towards a low-carbon economy in all sectors); emphasises that most Member States lagging behind in meeting the EU target of using 10% of Renewable Energy Sources (RES) in transport by 2020; calls for a stronger focus on sustainable forms of transport such as rail and waterways;

reaffirms that development of their infrastructure should be the priority by the ERDF, CEF and CF;

Or. en

Amendment 110
Bronis Ropé

Motion for a resolution
Paragraph 7 b (new)

Motion for a resolution

Amendment

7b. Considers that soft measures aimed at promotion of public transport, including partially or fully subsidizing its services in most congested locations at least at peak times, could significantly contribute to decrease in road congestion and ensure better utilization of existing transport infrastructure;

Or. en

Amendment 111
Ivan Jakovčić, Jozo Radoš

Motion for a resolution
Paragraph 7 b (new)

Motion for a resolution

Amendment

7b. Calls on the Member States to better implement the EU macro-regional strategies for priority transport infrastructure connections and to ensure the deeper involvement of the regional and local authorities in their implementation;

Or. hr

Amendment 112
Ivan Jakovčić, Jozo Radoš

Motion for a resolution
Paragraph 7 c (new)

Motion for a resolution

Amendment

7c. Calls for the resolution of cross-border transport bottlenecks between Member States on regional transport routes that are characterised by daily migration and that have a clear seasonal or tourism-related character;

Or. hr

Amendment 113
Bronis Ropé

Motion for a resolution
Paragraph 7 c (new)

Motion for a resolution

Amendment

7c. Emphasises that more support should be given to promote smart traffic management including through digitalisation by making more efficient use of existing infrastructure and redirecting towards off-peak times;

Or. en

Amendment 114
Fernando Ruas

Motion for a resolution
Paragraph 8

Motion for a resolution

Amendment

8. Calls for *a* common European transport policy based on a funding framework that is integrated and

8. Calls for *an adequate and ambitious* common European transport policy, *which can contribute decisively for*

coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; proposes the creation of a single set of rules for all financing sources related to the thematic objective of ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’; considers it necessary to streamline and accelerate procurement and state aid compliance procedures through standardised public procurement;

the single market completion and to the connection of European companies with external markets, based on a funding framework that is integrated and coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; proposes the creation of a single set of rules for all financing sources related to the thematic objective of ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’; considers it necessary to streamline and accelerate procurement and state aid compliance procedures through standardised public procurement; ***in this context, believes that CEF should be properly financed in order to achieve EU ambitious objectives regarding TEN-T;***

Or. en

Amendment 115

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Calls for **a** common European transport policy based on a funding framework that is integrated and coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; proposes the creation of a single set of rules for all financing sources related to the thematic objective of ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’; considers it necessary to streamline and accelerate

Amendment

8. Calls for **the** common European transport policy, ***whose overriding objectives should be environmental sustainability and territorial and social cohesion, to be*** based on a funding framework that is integrated and coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; proposes the creation of a single set of rules for all financing sources related to the thematic objective of ‘promoting sustainable

procurement and state aid compliance procedures through standardised public procurement;

transport and removing bottlenecks in key network infrastructures'; considers it necessary to streamline and accelerate procurement and state aid compliance procedures through standardised public procurement;

Or. es

Amendment 116
Bronis Ropé

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Calls for a common European transport policy ***based on*** a funding framework that is integrated and coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; proposes the creation of a single set of rules for all financing sources related to the thematic objective of 'promoting sustainable transport and removing bottlenecks in key network infrastructures'; considers it necessary to streamline and accelerate procurement and state aid compliance procedures ***through standardised public procurement***;

Amendment

8. Calls for a common European transport policy ***underpinned by*** a funding framework that is integrated and coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; proposes the creation of a single set of rules for all financing sources related to the thematic objective of 'promoting sustainable transport and removing bottlenecks in key network infrastructures' ***adapted to the challenges faced by the regions***; considers it necessary to streamline and accelerate procurement and state aid compliance procedures;

Or. en

Amendment 117
Matthijs van Miltenburg

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Calls for a common European transport policy based on a funding framework that is integrated and coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; ***proposes the creation of*** a single set of rules for all financing sources related to the thematic objective of ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’; considers it necessary to streamline and accelerate procurement and state aid compliance procedures ***through standardised public procurement***;

Amendment

8. Calls for a common European transport policy based on a funding framework that is integrated and coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; ***invites the Commission to explore*** a single set of rules for all financing sources related to the thematic objective of ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’; considers it necessary to streamline and accelerate procurement and state aid compliance procedures ***as much as possible***;

Or. en

Amendment 118 **Tonino Picula**

Motion for a resolution **Paragraph 8**

Motion for a resolution

8. Calls for a common European transport policy based on a funding framework that is integrated and coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; proposes the creation of a single set of rules for all financing sources related to the thematic objective of ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’; considers it necessary to streamline and accelerate procurement and state aid compliance procedures through standardised public

Amendment

8. Calls for a common European transport policy based on a funding framework that is integrated and coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; proposes the creation of a single set of rules for all financing sources related to the thematic objective of ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’ ***without increasing the number and the scope of already existing regulations and sets of rules***; considers it necessary to streamline

procurement;

and accelerate procurement and state aid compliance procedures through standardised public procurement;

Or. en

Amendment 119

Daniel Buda, Iuliu Winkler

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Calls for a common European transport policy based on a funding framework that is integrated and coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; proposes the creation of a single set of rules for all financing sources related to the thematic objective of ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’; considers it necessary to streamline and accelerate procurement and state aid compliance procedures through standardised public procurement;

Amendment

8. Calls for a common European transport policy based on a funding framework that is integrated and coordinated with the EU transport instruments; considers that thematic concentration should be preserved in order to permit synergies between different funding sources at project level; proposes the creation of a single set of rules for all financing sources related to the thematic objective of ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’; considers it necessary to streamline and accelerate ***both procurement, in particular by reducing delays and expediting complaints procedures in this connection,*** and state aid compliance procedures through standardised public procurement;

Or. ro

Amendment 120

Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Motion for a resolution

Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Stresses the importance of improving transport connectivity assessing first and foremost, however, whether existing networks can be renovated and/or expanded; calls on the European institutions and the Member States not to endorse infrastructure projects that contribute to the impoverishment of the Union's natural capital and to the deterioration of air quality, do not meet the needs expressed by citizens and by local communities, are not sustainable from an economic and financial point of view and increase the uncertainty surrounding the achievement of the objectives of the 7th Environmental Action Programme;

Or. en

Amendment 121
Bronis Ropé

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Stresses the importance and usefulness of integrated transport master plans prepared by Member States as ex-ante conditionality for receiving ESI funding; believes that further improvements and efficiency gains in transport investment could be achieved if those master plans increase their ambitions in view of reducing greenhouse gas emissions in the transport sector and strengthening multi-modality and interoperability of transport; calls on the Commission to assist Member States in the preparation of those master plans and to ensure that green-washing is avoided;

Or. en

Amendment 122

Ángela Vallina, Martina Anderson, Martina Michels

Motion for a resolution

Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Demands that the utmost attention be paid, in all the transport infrastructure projects financed by the European Union, to quality of employment and dignified working conditions for workers, with a specific focus on compliance with occupational safety standards;

Or. es

Amendment 123

Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Motion for a resolution

Paragraph 8 b (new)

Motion for a resolution

Amendment

8b. Urges national, regional and local authorities to choose and implement projects, in the framework of relevant Operational programmes, based on mobility and transport plans that take into duly account environmental sustainability and economic and financial rationality and that thus aim to actually fulfil the Thematic Objective n.7; calls, in this regard, on cities and regions to encourage the inter-modality and decarbonisation of transport, to discourage the use of private cars, to encourage walking and the expansion of networks of cycle paths and to promote integrated, low-emission systems of collective public mobility, preferably on rails;

Amendment 124
Bronis Ropé

Motion for a resolution
Paragraph 8 b (new)

Motion for a resolution

Amendment

8b. Recalls that the development of transport infrastructure must not violate the Union acquis, in particular on nature protection; urges Member States to fully apply EU law when planning and implementing transport projects and to avoid infringement procedures as a result of breaching EU law; is of the opinion, that unlawful use of ESI Funds is counterproductive for a successful cohesion policy close to the citizens; therefore, calls on the Commission to closely monitor EU funding for transport and not to allow for splitting a project into sections in view of avoiding ecological disruptions;

Amendment 125
Matthijs van Miltenburg

Motion for a resolution
Paragraph 9

Motion for a resolution

Amendment

9. Welcomes the work of the Joint Assistance to Support Projects in European Regions (JASPERS), the European Public-Private Partnership Expertise Centre (EPEC) and the European Investment Advisory Hub (EIAH); expects, however, that the transport infrastructure operations of the EIB Group within the EU devote

9. Welcomes the work of the Joint Assistance to Support Projects in European Regions (JASPERS), the European Public-Private Partnership Expertise Centre (EPEC) and the European Investment Advisory Hub (EIAH); expects, however, that the transport infrastructure operations of the EIB Group within the EU devote

significantly more resources to providing comprehensive advisory assistance to authorities *locally and to smaller municipalities* at an earlier stage in the identification and pre-assessment of projects;

significantly more resources to providing comprehensive advisory assistance to *local, regional and national* authorities at an earlier stage in the identification and pre-assessment of *those* projects *with an EU-added value*;

Or. en

Amendment 126
Daniel Buda, Iuliu Winkler

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Welcomes the work of the Joint Assistance to Support Projects in European Regions (JASPERS), the European Public-Private Partnership Expertise Centre (EPEC) and the European Investment Advisory Hub (EIAH); expects, however, that the transport infrastructure operations of the EIB Group within the EU devote significantly more resources to providing comprehensive advisory assistance to authorities locally and to smaller municipalities at an earlier stage in the identification and pre-assessment of projects;

Amendment

9. Welcomes the work of the Joint Assistance to Support Projects in European Regions (JASPERS), the European Public-Private Partnership Expertise Centre (EPEC) and the European Investment Advisory Hub (EIAH); *urges the national authorities to avail themselves of the Commission and EIB support programmes* ; expects, however, that the transport infrastructure operations of the EIB Group within the EU devote significantly more resources to providing comprehensive advisory assistance to authorities locally and to smaller municipalities at an earlier stage in the identification and pre-assessment of projects;

Or. ro

Amendment 127
Tomasz Piotr Poręba

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Welcomes the work of the Joint Assistance to Support Projects in European Regions (JASPERS), the European Public-Private Partnership Expertise Centre (EPEC) and the European Investment Advisory Hub (EIAH); expects, however, that the transport infrastructure operations of the EIB Group within the EU devote significantly more resources to providing comprehensive advisory assistance to authorities locally and to smaller municipalities at an earlier stage in the identification and pre-assessment of projects;

Amendment

9. Welcomes the work of the Joint Assistance to Support Projects in European Regions (JASPERS), the European Public-Private Partnership Expertise Centre (EPEC) and the European Investment Advisory Hub (EIAH); expects, however, that the transport infrastructure operations of the EIB Group within the EU devote significantly more resources to providing comprehensive advisory assistance to authorities locally and to smaller municipalities at an earlier stage in the identification and pre-assessment of projects; ***invites and calls for exchange of good practices and experiences among national, regional and local authorities;***

Or. en

Amendment 128

Tonino Picula

Motion for a resolution

Paragraph 9 a (new)

Motion for a resolution

Amendment

9a. Considers that EU transport policy should encourage modal shift from road to sustainable modes of transport, such as e-vehicles accompanied with adequate infrastructure of charging stations, as well as rail and waterways, to contribute to the EU's climate goals; regrets that no European scheme respecting the principles of free competition has been introduced to replace the Marco Polo programme; therefore, asks the Commission to speed up the preparation of such a programme to provide support for transport demand based on the Eco bonus principle, and to include it in the post-2020 CEF toolbox; also calls for support for modal shift to be included in

*the necessary review of the 2011
Transport White Paper;*

Or. en

Amendment 129

Fernando Ruas

Motion for a resolution

Paragraph 9 a (new)

Motion for a resolution

Amendment

9a. Underlines that EU policies- particularly cohesion policy, have helped to reduce the accessibility gap (and its costs) to the outermost regions, due to the investments supported by EDRF and CF, which have been essential for improving transport infrastructure and facilities; in addition, CEF is supporting projects related to the Motorways of the Sea programme and to green shipping, among others;

Or. en

Amendment 130

Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Motion for a resolution

Paragraph 9 a (new)

Motion for a resolution

Amendment

9a. Calls on the Commission, in the framework of the new Regulation(s) for the post-2020 cohesion policy, to propose a bigger earmarking of 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;

Amendment 131
Tonino Picula

Motion for a resolution
Paragraph 9 b (new)

Motion for a resolution

Amendment

9b. Is in favour of promoting rail transport, inland as well as cross-border, to shift freight transport from road to rail, as well as supporting measures that reduce the impact of rail transport on the environment through intelligent planning, elimination of cross-rail level crossings and the erection of noise reducing panels;

Or. en