



**2015/2132(BUD)**

1.9.2015

# **OPINION**

of the Committee on Transport and Tourism

for the Committee on Budgets

on the Council position on the draft general budget of the European Union for  
the financial year 2016  
(2015/2132(BUD))

Rapporteur: Massimiliano Salini

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## SUGGESTIONS

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

1. Underlines that the funding planned for the transport sector is justifiably linked to other policies such as cohesion, competition, the environment, research, tourism and security; notes that transport infrastructures are fundamental to the freedom of movement of persons, goods and services on which the single market project is based, and that this freedom of movement is both a powerful catalyst for EU integration and a key factor in the performance of European trade and industry.
2. Stresses, given that the priority of European policies is to bring about a recovery in growth and jobs, that infrastructure projects contribute to that recovery both directly, through the jobs created on project sites, and indirectly, through the use and maintenance of this infrastructure and more widely by boosting the competitiveness of the regions concerned; welcomes the fact that, in the discussions on the Juncker plan, all the Member States supported this approach and took the view that investments in strategic infrastructure should not be penalised by the Stability Pact.
3. Notes that the agreement on the European Fund for Strategic Investments (EFSI) results in cuts in the Connected Europe Facility (CEF); welcomes the initiative seeking to boost the involvement of the private sector in funding transport projects by means of innovative financial instruments; notes, however, that some projects are less attractive for this type of operator as they yield too low or uncertain a return on investment; nevertheless, recalls that the purpose of the EFSI is to correct market failure in sectors with a profitability risk profile which could discourage private investors, stresses, that although investments in railways, sustainable urban mobility and inland waterways produce substantial socio-economic and environmental benefits, they are less profitable and need grants for their implementation; emphasises that, whatever the funding method adopted, the contribution from the EU budget must concentrate on projects of high European added value.
4. Stresses the importance of TEN-T, not only as nodal points of connection within Europe, but also as a chance to launch individual domestic markets, local economies and urban and metropolitan areas; stresses, therefore, the importance of completing the priority corridors defined at European level, particularly for high-speed rail routes; draws attention to the unprecedented interest demonstrated by Member States at the 2014 CEF-T calls and to the great number of eligible high quality projects submitted that could not be adopted due to a lack of available funds; insists in this regard that the funding provided for in the MFF must be respected and reviewed, both for commitments and for payments, in order to successfully achieve the CEF priorities and objectives and to top up the budget allocated for CEF.
5. Calls on the Commission to take into account, with a view to the allocation of funds from the CEF, the economic and social difficulties some Member States are currently facing which risk considerably hampering the submission of projects; calls, therefore, on the Commission to supply the necessary assistance to these countries in the framework of the CEF programme.

6. Underlines the important role of research and innovation in the transport and tourism sectors with focus on sustainable urban mobility, social-economic knowledge and environmental performance; therefore appropriate resources should be allocated to these forms of innovative technologies and knowledge under Horizon 2020 and Shift2Rail.
7. Recommends putting greater emphasis on transport policies related to ports and airports, as they promote competitiveness through the further development of a sustainable internal market as well as the opening of Europe to the rest of the world; underlines the need for a rational European policy that enhances specificity, particularly of ports and their geographical location; believes that the improved intermodal connections and interconnectivity should make it possible to facilitate trade with surrounding areas and make our transport system more sustainable; stresses the importance of a European strategy to encourage better and broader connectivity between airports at both national and international level.
8. Points out that Parliament has less of a guarantee of access to official documents concerning the EU budget than the other institutions; calls, therefore, for the interinstitutional agreements to be revised with a view to providing Members of Parliament, who represent European citizens, with proper access to documents, even when these contain 'sensitive' information.
9. Draws attention to the forthcoming adoption of the fourth railway package which provides for the European Railway Agency to have a greater role in terms of certification and marketing authorisation in order to make procedures, timing and resources more efficient; stresses the need to provide the Agency with adequate financial, human and logistical resources to carry out these new tasks; moreover, recalls that this package must form part of a more wide-ranging action plan to enhance the attractiveness of the railway sector; takes the view, therefore, that it is important to invest more in the development of the European Rail Traffic Management System (ERTMS) with a single European and interoperable standard and to implement without delay the Shift2Rail Joint Undertaking.
10. Emphasises that the European Maritime Safety Agency (EMSA) should be equipped with the necessary means for controlling safety and preventing pollution from offshore oil and gas installations, as decided in the Regulation on the financing of EMSA.
11. Draws attention to the crucial role played by the agencies whose main responsibility is to ensure the safety of the various modes of transport; therefore rejects the proposed cuts in the operating budgets of the agencies and disagrees with proposed cuts that could undermine transport safety.
12. Underlines the strategic importance of the Single European Sky as the main instrument to ensure safety, environmental performance, competitiveness and protection of the citizens' rights; stresses that the EU should provide sufficient resources for its technology pillar SESAR, via CEF and the research programmes; believes that a number of proposals shortly to be adopted, seeking to enhance the position of European operators in relation to the rest of the world, provide for additional tasks to be allocated to the European Aviation Safety Agency; takes the view, therefore, that the share of its resources from the EU budget should be at least maintained at present levels and not reduced, even though the private sector also participates in its funding.

13. Points out that the financial transparency of agencies needs to be improved, not least as regards the actual tasks which they perform; considers that appointments should be made on the basis of merit and by public procedures, with published selection criteria and ceilings on salaries.
14. Suggests, bearing in mind that there is no direct budgetary line for tourism, continuing to take maximum advantage of the opportunities offered by European Structural and Investment Funds and the COSME programme and by the pilot projects and preparatory actions seeking to enhance the attractiveness to tourists of the 'Old Continent'; stresses that an efficient cross-collaboration between the numerous policies and EU funds concerned is crucial in this field, and should also take into consideration public - private - partnerships (PPPs).
15. Calls for the introduction of a direct budgetary line for Tourism in the EU's Budget for 2016.
16. Expects the Commission to present an annual overview on tourism projects that have been co-financed by different EU funds.
17. Given the financial contribution of the tourism activity to the EU's GDP and its impact on job creation, calls for an increase in the budget for actions in the tourism sector under the COSME programmes in 2016 to EUR 13 million; calls for the avoidance of further cuts in the budget for the actions in the tourism sector in the current multiannual financial framework (MFF).
18. Recommends paying particular attention to urban nodal points in the context of European transport policy; reminds that today more than half of the world population lives in cities, and the trend of this phenomenon is growing; therefore believes that the contribution to efficient, intermodal, sustainable and safe urban mobility systems as well as, urban and metropolitan areas' connection with rural and remote areas is a solid contribution to global growth.
19. Calls on the Commission to assist the local, regional, national authorities and stakeholders to explore existing and new EU funding opportunities for public transport and to develop innovative public-private partnership schemes; stresses that the European Structural and Investment Funds should be used more systematically for cities that have developed an integrated local transport plan, such as a Sustainable Urban Mobility Plans (SUMP), and have identified appropriate actions, in accordance with the criteria in the relevant legislation.
20. Insists that investments in transport infrastructure through the CEF, and research into transport by the Shift2Rail Joint Undertaking and the H2020 programme should not serve as an adjustment variable with a view to reaching an agreement on the 2016 budget.
21. Emphasises the role of research and innovation in the transport and tourism sectors both for the development of intelligent transport systems and sustainable and clean power, as well as for better security and improved services for consumers; therefore rejects the proposed cuts for research, in particular for payment appropriations.



## RESULT OF FINAL VOTE IN COMMITTEE

<b>Date adopted</b>	31.8.2015
<b>Result of final vote</b>	+: 35 -: 3 0: 0
<b>Members present for the final vote</b>	Lucy Anderson, Inés Ayala Sender, Georges Bach, Izaskun Bilbao Barandica, Michael Cramer, Andor Deli, Karima Delli, Isabella De Monte, Ismail Ertug, Dieter-Lebrecht Koch, Peter Lundgren, Georg Mayer, Cláudia Monteiro de Aguiar, Jens Nilsson, Markus Pieper, Salvatore Domenico Pogliese, Tomasz Piotr Poręba, Gabriele Preuß, Christine Revault D’Allonnes Bonnefoy, Dominique Riquet, Massimiliano Salini, Claudia Schmidt, Pavel Telička, István Ujhelyi, Peter van Dalen, Wim van de Camp, Janusz Zemke, Roberts Zile
<b>Substitutes present for the final vote</b>	Daniel Dalton, Markus Ferber, Michael Gahler, Georgi Pirinski, Matthijs van Miltenburg
<b>Substitutes under Rule 200(2) present for the final vote</b>	Eugen Freund, Karoline Graswander-Hainz, Piernicola Pedicini, Julia Reda, Kristina Winberg