



**2015/2353(INI)**

20.4.2016

# **AMENDMENTS**

## **1 - 75**

**Draft opinion**  
**Marian-Jean Marinescu**  
(PE580.423v01-00)

Preparation of the post-electoral revision of the MFF 2014-2020: Parliament's input ahead of the Commission's proposal  
(2015/2353(INI))



**Amendment 1**  
**Georg Mayer, Harald Vilimsky**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. ***Stresses that total recovery*** of funds ***redeployed*** from the Connected Europe Facility (CEF) to the European Fund for Strategic Investments (EFSI) ***should be one of the key priorities for the mid-term revision of the Multiannual Financial Framework 2014-2020 (MFF)***;

*Amendment*

1. ***Criticises the redeployment*** of funds from the Connected Europe Facility (CEF) to the European Fund for Strategic Investments (EFSI);

Or. de

**Amendment 2**  
**Pavel Telička, Dominique Riquet**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Stresses that total recovery of funds redeployed from the Connected Europe Facility (CEF) to the European Fund for Strategic Investments (EFSI) should be one of the key priorities for the mid-term revision of the Multiannual Financial Framework 2014-2020 (MFF);

*Amendment*

1. Stresses that total recovery of funds redeployed from the Connected Europe Facility (CEF) to the European Fund for Strategic Investments (EFSI), ***which has different nature, beneficiaries and objectives***, should be one of the key priorities for the mid-term revision of the Multiannual Financial Framework 2014-2020 (MFF);

Or. en

**Amendment 3**  
**Georgi Pirinski, Claudia Tapardel, Isabella De Monte, István Ujhelyi, Maria Grapini**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Stresses that total recovery of funds redeployed from the Connected Europe Facility (CEF) to the European Fund for Strategic Investments (EFSI) should be one of the key priorities for the mid-term revision of the Multiannual Financial Framework 2014-2020 (MFF);

*Amendment*

1. Stresses that total recovery of funds redeployed from the Connected Europe Facility (CEF) to the European Fund for Strategic Investments (EFSI) should be one of the key priorities for the mid-term revision of the Multiannual Financial Framework 2014-2020 (MFF); ***insists that decided priorities and designated financing are respected in future and no more reduction of CEF budget or other instruments for transport projects occur until 2020;***

Or. en

**Amendment 4**  
**Karima Delli**

**Draft opinion**  
**Paragraph 1 a (new)**

*Draft opinion*

**Amendment 5**  
**Inés Ayala Sender**

**Draft opinion**  
**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1a. Emphasises that the MFF must be based on the European added value as well as the targets of the EU on GHG emissions reduction according to the COP 21 Paris agreements;***

Or. en

*Amendment*

***1a. Calls, therefore, on the Commission to provide Parliament with an assessment of EFSI-funded projects on transport and***

*tourism as soon as possible;*

Or. es

**Amendment 6**

**Karima Delli**

**Draft opinion**

**Paragraph 1 b (new)**

*Draft opinion*

*Amendment*

***1b. Underlines that the MFF should be oriented towards the EU target on reduction of accidents and strictly correspond to the criteria and conditions formulated in the Regulations 1315/2013/EC on TEN-T and 1316/2013/EC on CEF;***

Or. en

**Amendment 7**

**Inés Ayala Sender**

**Draft opinion**

**Paragraph 1 b (new)**

*Draft opinion*

*Amendment*

***1b. Considers that, with a view to arriving at the best possible decision on the review of the MFF, the Commission should submit, on soon as possible, a report on the implementation and take-up level of structural and cohesion funds in tourism and transport and infrastructure projects, specifying which contribute to the development of the core network, the corridors and the comprehensive network;***

Or. es

**Amendment 8**  
**Karima Delli**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Emphasises, in this context, the vital importance of adequate EU funding for the projects identified in the TEN-T Core Network Corridor Work Plans; highlights that this also requires enhanced coverage of transport policy related areas such as multi-modality and efficient logistics, intelligent transport systems and clean fuel equipment for the better integration of urban nodes;

*Amendment*

2. Emphasises, in this context, the vital importance of adequate EU funding for the projects identified in the TEN-T Core Network Corridor Work Plans; highlights that this also requires enhanced coverage of transport policy related areas such as ***upgrading and maintenance of existing transport infrastructure as well as*** multi-modality and efficient logistics, intelligent transport systems, ***interconnectivity, interoperability,*** and clean fuel equipment ***and accessibility*** for the better integration of urban nodes;

Or. en

**Amendment 9**  
**Inés Ayala Sender**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Emphasises, in this context, the vital importance of adequate EU funding for the projects identified in the TEN-T Core Network Corridor Work Plans; highlights that this also requires enhanced coverage of transport policy related areas such as multi-modality and efficient logistics, intelligent transport systems and clean fuel equipment for the better integration of urban nodes;

*Amendment*

2. Emphasises, in this context, the vital importance of adequate EU funding for the projects identified in the TEN-T Core Network Corridor Work Plans; highlights that this also requires enhanced coverage of transport policy related areas such as multi-modality and efficient logistics, ***urban mobility, road safety and accessibility,*** intelligent transport systems, ***synergies with other sectors*** and clean fuel equipment for the better integration of urban nodes;

Or. es

**Amendment 10**  
**Georg Mayer, Harald Vilimsky**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Emphasises, in this context, the vital importance of adequate EU funding for the projects identified in the TEN-T Core Network Corridor Work Plans; highlights that ***this also requires enhanced coverage of*** transport policy related areas such as multi-modality and efficient logistics, intelligent transport systems and clean fuel equipment for the better integration of urban nodes;

*Amendment*

2. Emphasises, in this context, the vital importance of adequate EU funding for the projects identified in the TEN-T Core Network Corridor Work Plans; highlights that ***other*** transport policy related areas, ***too***, such as multi-modality and efficient logistics, intelligent transport systems and clean fuel equipment for the better integration of urban nodes ***require appropriate funding; rejects out of hand any budget increase or additional costs for Member States;***

Or. de

**Amendment 11**  
**Merja Kyllönen**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Emphasises, in this context, the vital importance of adequate EU funding for the projects identified in the TEN-T Core Network Corridor Work Plans; highlights that this also requires enhanced coverage of transport policy related areas such as multi-modality and efficient logistics, intelligent transport systems and clean fuel equipment ***for*** the better integration of urban nodes;

*Amendment*

2. Emphasises, in this context, the vital importance of adequate EU funding for the projects identified in the TEN-T Core Network Corridor Work Plans; highlights that this also requires enhanced coverage of transport policy related areas such as multi-modality and efficient logistics, intelligent transport systems and clean fuel equipment, ***regarding also*** the better integration of urban nodes, ***as well the dedicated measures to reduce CO2 emissions;***

Or. en

## Amendment 12

Dominique Riquet, Pavel Telička, Matthijs van Miltenburg, Izaskun Bilbao Barandica

### Draft opinion

#### Paragraph 2

##### *Draft opinion*

2. Emphasises, in this context, the vital importance of adequate EU funding for the projects identified in the TEN-T Core Network Corridor Work Plans; highlights that this also requires enhanced coverage of transport policy related areas such as multi-modality and efficient logistics, intelligent transport systems and clean fuel equipment for the better integration of urban nodes;

##### *Amendment*

2. Emphasises, in this context, the vital importance of adequate EU funding for the projects identified in the TEN-T Core Network Corridor Work Plans; highlights that this also requires enhanced coverage of transport policy related areas such as multi-modality and efficient logistics, intelligent transport systems and clean fuel equipment for the better integration of urban nodes ***and their sustainable development within the transport system;***

Or. fr

## Amendment 13

Maria Grapini

### Draft opinion

#### Paragraph 2 a (new)

##### *Draft opinion*

##### *Amendment*

***2a. Stresses the need for the EU to fund geographical areas with an underdeveloped transport infrastructure to ensure connectivity between Member States;***

Or. ro

## Amendment 14

Georg Mayer, Harald Vilimsky

### Draft opinion

#### Paragraph 3

*Draft opinion*

*Amendment*

**3. Underlines that the past calls for proposals under the CEF, published in 2014 and 2015, have been oversubscribed *threefold* and that this clearly shows a very significant pipeline of projects with strong EU added value that could absorb additional resources (beyond the recovery of redeployed funds) in both the general and cohesion envelopes of the CEF;**

*deleted*

Or. de

**Amendment 15**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

*Amendment*

3. Underlines that the past calls for proposals under the CEF, published in 2014 and 2015, have been oversubscribed ***threefold*** and that this clearly shows a very significant pipeline of projects with strong EU added value that could absorb additional resources (beyond the recovery of redeployed funds) in both the general and cohesion envelopes of the CEF;

3. Underlines that the past Calls for Proposals under the CEF, published in 2014 and 2015, have been ***threefold*** oversubscribed and that this clearly shows a very significant pipeline of projects with strong EU added value that could absorb additional resources (beyond the recovery of redeployed funds) in both the general and cohesion envelopes of the CEF; ***reminding the original CEF allocation before final MFF decision, calls on the Commission to evaluate the possibility to increase the total envelope of the CEF including an increase of the cohesion envelope of the CEF;***

Or. en

**Amendment 16**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Underlines that the past calls for proposals under the CEF, published in 2014 and 2015, have been oversubscribed threefold ***and that this clearly shows a very significant pipeline of projects with strong EU added value that could absorb additional resources (beyond the recovery of redeployed funds) in both the general and cohesion envelopes of the CEF;***

*Amendment*

3. Underlines that the past calls for proposals under the CEF, published in 2014 and 2015, have been oversubscribed threefold, ***which should encourage the Commission to draw up stricter selection criteria, particularly with regard to budgetary matters, in order to promote viable projects and minimise potential sources of waste;***

Or. fr

**Amendment 17**  
**Karima Delli**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Underlines that the past calls for proposals under the CEF, published in 2014 and 2015, have been oversubscribed threefold and that this clearly shows a very significant pipeline of projects with strong EU added value that could absorb additional resources ***(beyond the recovery of redeployed funds) in both the general and cohesion envelopes of the CEF;***

*Amendment*

3. Underlines that the past calls for proposals under the CEF, published in 2014 and 2015, have been oversubscribed threefold and that this clearly shows a very significant pipeline of projects with strong EU added value that could absorb additional resources ***coming from*** recovery of redeployed funds ***and the recovery from unnecessary large scale projects financing, such as the Lyon-Turin basis tunnel project;***

Or. en

**Amendment 18**  
**Inés Ayala Sender**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

***3a. Considers that, despite the large number of projects affecting Europe in its entirety, in the last two calls for CEF funding, aid was allocated almost exclusively to projects for corridors and the core network, which benefit the EU's richest and most developed regions that already have dense transport network infrastructure networks;***

Or. es

**Amendment 19**  
**Pavel Telička**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

***3a. Draws attention to the fact that the shares of financial means allocated to CEF and Horizon 2020 are far too low and inappropriate in comparison to the funds allocated in the MFF to the Common Agricultural Policy (CAP);***

Or. en

**Amendment 20**  
**Inés Ayala Sender**

**Draft opinion**  
**Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

***3b. Calls on the Commission to pay due account of the need to compensate for the fact that, as a result of initial budgetary constraints, certain regions were somewhat overlooked by the Connecting***

*Europe Facility in deciding – as part of the planned evaluation of the Facility in December 2017 – whether to renew, change or suspend measures;*

Or. es

**Amendment 21**  
**Claudia Tapardel, István Ujhelyi**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Highlights that the EFSI makes a worthwhile contribution to the financing of TEN-T projects, provided that grants remain a vital and necessary funding source; underlines, in particular, that grants could be combined together with innovative financial instruments and the EFSI to facilitate the implementation of additional projects and catalyse private finance (blending);

*Amendment*

4. Highlights that the EFSI makes a worthwhile contribution to the financing of TEN-T projects, provided that grants remain a vital and necessary funding source; underlines, in particular, that grants could be combined together with innovative financial instruments, ***public-private partnerships*** and the EFSI to facilitate the implementation of additional projects, ***particularly large infrastructure projects which can contribute to the reduction of economic disparities among regions*** and catalyse private finance (blending); ***simultaneously, reiterates the need for a thorough assessment of risks attached to the different types of financing used;***

Or. en

**Amendment 22**  
**Georgi Pirinski, Isabella De Monte, Claudia Tapardel, István Ujhelyi, Maria Grapini**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Highlights that the EFSI makes a worthwhile contribution to the financing of

*Amendment*

4. Highlights that the EFSI makes a worthwhile contribution to the financing of

TEN-T projects, provided that grants remain a vital and necessary funding source; underlines, in particular, that grants could be combined together with innovative financial instruments and the EFSI to facilitate the implementation of additional projects and catalyse private finance (blending);

TEN-T projects, provided that grants remain a vital and necessary funding source; underlines, in particular, that grants could be combined together with innovative financial instruments and the EFSI to facilitate the implementation of additional projects and catalyse private finance (blending); ***is concerned however that the extended use of financial instruments may lead to increase of public debt;***

Or. en

### Amendment 23

Dominique Riquet, Pavel Telička, Matthijs van Miltenburg, Izaskun Bilbao Barandica

#### Draft opinion

#### Paragraph 4

##### *Draft opinion*

4. Highlights that the EFSI makes a worthwhile contribution to the financing of TEN-T projects, ***provided*** that grants remain a vital and necessary funding source; underlines, in particular, that grants could be combined together with innovative financial instruments and the EFSI to facilitate the implementation of additional projects and catalyse private finance (blending);

##### *Amendment*

4. Highlights that the EFSI makes a worthwhile contribution to the financing of TEN-T projects, ***but that it cannot replace grants, which*** remain a vital and necessary funding source ***for projects generating little or no income but which contribute to the achievement of EU policy goals;*** underlines, in particular, that grants could be combined together with innovative financial instruments and the EFSI to facilitate the implementation of additional projects and catalyse private finance (blending); ***is concerned that almost no funds remain available for new projects in the remaining four years of the MFF;***

Or. fr

### Amendment 24

Georg Mayer, Harald Vilimsky

#### Draft opinion

#### Paragraph 4

*Draft opinion*

4. Highlights that the EFSI makes a **worthwhile** contribution to the financing of TEN-T projects, provided that grants remain a vital and necessary funding source; underlines, in particular, that grants could be combined together with innovative financial instruments and the EFSI to facilitate the implementation of additional projects and catalyse private finance (blending);

*Amendment*

4. Highlights that the EFSI makes a contribution to the financing of TEN-T projects, provided that grants remain a vital and necessary funding source; underlines, in particular, that grants could be combined together with innovative financial instruments and the EFSI to facilitate the implementation of additional projects and catalyse private finance (blending);

Or. de

**Amendment 25**  
**Inés Ayala Sender**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Highlights that the EFSI makes a worthwhile contribution to the financing of TEN-T projects, provided that grants remain a vital and necessary funding source; underlines, in particular, that grants could be combined together with innovative financial instruments and the EFSI to facilitate the implementation of additional projects and catalyse private finance (blending);

*Amendment*

4. Highlights that the EFSI makes a worthwhile contribution to the financing of TEN-T projects, provided that grants remain a vital and necessary funding source; underlines, in particular, that grants could be combined together with innovative financial instruments and the EFSI to facilitate the implementation of additional projects and catalyse private finance (blending); ***calls, therefore, on the Commission to draw up a double catalogue including both exemplary, successful projects and those facing major problems so as to improve understanding at Commission level and among national, regional and local authorities;***

Or. es

**Amendment 26**  
**Maria Grapini**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Highlights that the EFSI makes a worthwhile contribution to the financing of TEN-T projects, provided that grants remain a vital and necessary funding source; underlines, in particular, that grants could be combined together with innovative financial instruments and the EFSI to facilitate the implementation of additional projects and catalyse private finance (blending);

*Amendment*

4. Highlights that the EFSI makes a worthwhile contribution to the financing of TEN-T projects, provided that grants remain a vital and necessary funding source; underlines, in particular, that grants could be combined together with innovative financial instruments and the EFSI to facilitate the implementation of additional projects and catalyse private finance (blending) ***with a view to connecting all the Member States;***

Or. ro

**Amendment 27**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

***5. Points out that transport infrastructures are the backbone of the Single Market and are fundamental to the freedom of movement of persons, goods and services;*** underlines that the budgetary allocation for Trans-European Transport networks should also be carried out at the appropriate level in the post-2020 MFF in order to achieve the objective of the completion of the TEN-T core network by 2030 and the TEN-T comprehensive network by 2050;

*Amendment*

5. Underlines that the budgetary allocation for Trans-European Transport networks should also be carried out at the appropriate level in the post-2020 MFF in order to achieve the objective of the completion of the TEN-T core network by 2030 and the TEN-T comprehensive network by 2050;

Or. fr

**Amendment 28**  
**Georg Mayer, Harald Vilimsky**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Points out that transport infrastructures are the backbone of the Single Market and are fundamental to the freedom of movement of persons, goods and services; underlines that the budgetary allocation for Trans-European Transport networks should also be carried out at the appropriate level in the post-2020 MFF in order to achieve the objective of the completion of the TEN-T core network by 2030 and the TEN-T comprehensive network by 2050;

*Amendment*

5. Points out that transport infrastructures are the backbone of the Single Market and are fundamental to the freedom of movement of persons, goods and services; underlines that the budgetary allocation for Trans-European Transport networks should also be carried out at the appropriate level in the post-2020 MFF in order to achieve the objective of the completion of the TEN-T core network by 2030 and the TEN-T comprehensive network by 2050; ***points, however, to the current crises - an economic crisis, a euro crisis and a migration crisis - and therefore questions the European institutions' priorities;***

Or. de

**Amendment 29**  
**Maria Grapini**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Points out that transport infrastructures are the backbone of the Single Market and are fundamental to the freedom of movement of persons, goods and services; underlines that the budgetary allocation for Trans-European Transport networks should also be carried out at the appropriate level in the post-2020 MFF in order to achieve the objective of the completion of the TEN-T core network by 2030 and the TEN-T comprehensive network by 2050;

*Amendment*

5. Points out that transport infrastructures are the backbone of the Single Market and are fundamental to the freedom of movement of persons, goods and services; ***underlines the importance of bringing the Cohesion Fund and the European Regional Development Fund more closely into line to ensure the more effective implementation of digital single market rules in the transport sector;*** underlines that the budgetary allocation for Trans-European Transport networks should also be carried out at the appropriate level in the post-2020 MFF in order to achieve the objective of the completion of the TEN-T

core network by 2030 and the TEN-T  
comprehensive network by 2050;

Or. ro

**Amendment 30**

**Dominique Riquet, Pavel Telička, Matthijs van Miltenburg, Izaskun Bilbao Barandica**

**Draft opinion**

**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

***5a. Highlights the substantial and permanent investment deficit in Europe, particularly in major transport infrastructure, and stresses that this risks undermining the competitiveness of the EU as a whole; notes that investment needs relate not only to the creation of infrastructure but also to its maintenance and modernisation;***

Or. fr

**Amendment 31**

**Georgi Pirinski, Isabella De Monte, Claudia Tapardel, István Ujhelyi, Maria Grapini, Miltiadis Kyrkos**

**Draft opinion**

**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

***5a. Underlines also that adequate EU funding for transport infrastructure is a key requirement for territorial, economic and social cohesion and recognizes the importance of the Cohesion Fund for improvement of infrastructure and connectivity in Europe; insists therefore that adequate funding is provided for this Fund in the current programming period as well as post 2020;***

**Amendment 32**  
**Massimo Paolucci**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Urges the Commission and the Member States to improve the coordination of national transport strategies in order to facilitate Commission approval of large infrastructure projects;

*Amendment*

6. Urges the Commission and the Member States to improve the coordination of national transport strategies in order to facilitate Commission approval of large infrastructure projects; ***calls on the Commission to strengthen the governance of EU macro-regional strategies, with a view to enhancing territorial, economic and social cohesion, by earmarking resources under the next MFF for projects submitted jointly by regions covered by a macro-regional strategy;***

Or. it

**Amendment 33**  
**Karima Delli**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Urges the Commission and the Member States to ***improve*** the coordination of national transport strategies in order to facilitate Commission approval of large infrastructure projects;

*Amendment*

6. Urges the Commission and the Member States to ***guarantee the European added value and full transparency to the European citizens while improving*** the coordination of national transport strategies in order to facilitate ***the acceptance by the citizens and the*** Commission approval of large infrastructure projects;

Or. en

## Amendment 34

Georgi Pirinski, Isabella De Monte, Claudia Tapardel, István Ujhelyi, Maria Grapini, Miltiadis Kyrkos

### Draft opinion

#### Paragraph 6

##### *Draft opinion*

6. Urges the Commission and the Member States to improve the coordination of national transport strategies in order to facilitate Commission approval of large infrastructure projects;

##### *Amendment*

6. Urges the Commission and the Member States to improve the coordination of national transport strategies in order to facilitate Commission approval of large infrastructure projects; ***calls also for better coordination of all EU instruments related to transport in order to ensure that all core TEN-T projects are completed in time and potential savings are properly utilized for supporting mature projects waiting in the pipeline;***

Or. en

## Amendment 35

Merja Kyllönen

### Draft opinion

#### Paragraph 6

##### *Draft opinion*

6. Urges the Commission and the Member States to improve the coordination of national transport strategies in order to ***facilitate*** Commission approval of large infrastructure projects;

##### *Amendment*

6. Urges the Commission and the Member States to improve the coordination of national transport strategies in order to ***substantiate*** Commission approval of large infrastructure projects ***responding to TEN-T and CEF criteria; calls therefore on the Commission for the strong commitment to improve the transparency of the financing schemes in terms of accuracy of the cost estimations, environmental sustainable compliance, involvement of the civil society in decision making and adequate and constant monitoring of the EU co-funding schemes;***

Or. en

**Amendment 36**  
**Karima Delli**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

***6a. Encourages the Commission and the Member States to invest stronger in projects with smaller budget needs and considerable short term advantages, such as abolishing missing links at abandoned and dismantled regional cross-border rail connections as well as upgrading and maintenance of existing transport infrastructure;***

Or. en

**Amendment 37**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

*Amendment*

***7. Considers that it is necessary to allow the transfer of the unspent money from one year to another year and calls on the Commission to make appropriate proposals in this regard;***

***7. Considers that it is necessary to ask why some of the money is not spent and whether it would be appropriate to reduce next year's CEF budget accordingly, thereby reducing the Member States' contribution to the EU budget;***

Or. fr

**Amendment 38**  
**Georg Mayer, Harald Vilimsky**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Considers that it is necessary to **allow** the transfer of the unspent money from one year to another year and calls on the Commission to make appropriate proposals in this regard;

*Amendment*

7. Considers that it is necessary to **prohibit** the transfer of the unspent money from one year to another year and calls on the Commission to make appropriate proposals in this regard; ***stresses, however, that prohibiting the transfer of unspent money to the following year's budget must not lead to a last-minute spending rush;***

Or. de

**Amendment 39**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Considers that it is necessary to allow **the** transfer of the **unspent money** from one year to another year and calls on the Commission to make appropriate proposals in this regard;

*Amendment*

7. Considers that it is necessary to allow transfer of the **surplus and unused commitments** from one year to another year and calls on the Commission to make appropriate proposals in this regard; ***maximum flexibility should be envisaged in order to provide maximum utilisation of the committed MFF;***

Or. en

**Amendment 40**  
**Merja Kyllönen**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Considers that it is necessary to allow the transfer of the unspent money from one year to another year and calls on the Commission to make appropriate proposals

*Amendment*

7. Considers that it is necessary to allow the transfer of the unspent money from one year to another year and calls on the Commission to make appropriate proposals

in this regard;

in this regard *to reallocate the funds to most suitable, mature and economically and environmentally sustainable projects;*

Or. en

**Amendment 41**  
**Karima Delli**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Considers that it is necessary to allow the transfer of the unspent money from one year to another year and calls on the Commission to make appropriate proposals in this regard;

*Amendment*

7. Considers that it is necessary to allow the transfer of the unspent money from one year to **only** another year and calls on the Commission to make appropriate proposals in this regard;

Or. en

**Amendment 42**  
**Inés Ayala Sender**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

***7a. Stresses the strategic interest of the four upcoming sectoral packages (on railway, air and road transport and ports) and therefore calls on the Commission to take account of them and the improvements to the legislative mandate they bring, and to do all in its power to facilitate their swift implementation in such areas as interoperability, safety, improving social conditions and freedom of movement in the allocation of structural and cohesion funds such as EFSI and CEF;***

Or. es

#### **Amendment 43**

**Dominique Riquet, Pavel Telička, Matthijs van Miltenburg, Izaskun Bilbao Barandica**

#### **Draft opinion**

#### **Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

***7a. Notes that, through various forms of financial support (grants, financial instruments), the EU budget has played a decisive role in launching or relaunching numerous projects in the transport sector; believes that any revision of the MFF must now make it a priority;***

Or. fr

#### **Amendment 44**

**Karima Delli**

#### **Draft opinion**

#### **Paragraph 8**

*Draft opinion*

*Amendment*

8. 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; calls on the Commission to ensure the allocation of necessary and previewed amounts for the deployment of Single European Sky ATM Research (SESAR);

8. Underlines the strategic importance of ***adopting an ambitious global climate agreement for air transport at ICAO discussions and implementing them within*** the Single European Sky as the main instrument to ensure safety, environmental performance, competitiveness and protection of the citizens' rights; calls on the Commission to ensure ***accordingly*** the allocation of necessary and previewed amounts for the deployment of Single European Sky ATM Research (SESAR);

Or. en

#### **Amendment 45**

**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

***8a. Supports also total recovery of funds redeployed from Horizon 2020 to European Fund for Strategic Investments; calls on the Commission to explore the possibility to increase the funds allocated to SESAR and Clean Sky JUs taking in account JU's good results and their contribution to the EU transport and climate change policies;***

Or. en

**Amendment 46**  
**Evžen Tošenovský, Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

***8a. Underlines the critical importance of highly accurate and reliable positioning and timing information provided by European satellite navigation flagship programmes Galileo and EGNOS for increased safety and efficient use of aviation, road, rail and maritime transport, particularly for intelligent transport and traffic management systems such as ATM, ERTMS, eCall, connected/autonomous vehicles and smart fleet and cargo management; calls on the Commission to safeguard the already allocated funding in MFF 2014-2020 for fast and full completion and operation of the Galileo and EGNOS infrastructure as well as for support of downstream and upstream applications within the budgets for European GNSS programmes and Horizon 2020; reiterates in this regard the Commission's commitment to provide uninterrupted GNSS services, reinforce***

*the resilience of the European economy and maximise the socio-economic benefits through fostering the development of applications;*

Or. en

**Amendment 47**  
**Karima Delli**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

*8a. Reminds the Commission and the Member States on the strong potentials of horizontal projects as well as synergies between the Transport, Energy and Telecommunications Trans-European Networks;*

Or. en

**Amendment 48**  
**Georgi Pirinski, Isabella De Monte, Claudia Tapardel, István Ujhelyi, Maria Grapini**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

*8a. Points out that there is a need to develop and promote more environmentally friendly modes of transportation such as railways; calls therefore for enhanced support to initiatives such as Shift to Rail;*

Or. en

**Amendment 49**  
**Karima Delli**

**Draft opinion**  
**Paragraph 9**

*Draft opinion*

9. Urges the Commission to ensure proper coordination of the proposed projects under the Danube Strategy;

*Amendment*

9. Urges the Commission to ensure proper (***cross-border***) coordination of the proposed ***sustainable*** projects ***in different macro-regions, as inter alia foreseen*** under the Danube Strategy, ***the North-Sea (with special focus on Seine-Scheldt waterways), the Alpine, the Adriatic, Black Sea, Balkan, Baltic Area;***

Or. en

**Amendment 50**  
**Massimo Paolucci**

**Draft opinion**  
**Paragraph 9**

*Draft opinion*

9. Urges the Commission to ensure proper coordination of the proposed projects under the Danube Strategy;

*Amendment*

9. Urges the Commission to ensure proper coordination of the proposed projects under the Danube Strategy; ***calls on the Commission, further to Parliament's resolution of 28 October 2015 on an EU strategy for the Adriatic and Ionian region, to assist and support Member States in identifying priority infrastructure projects that will bring regional and European added value, paying particular attention to: (i) completing the Baltic-Adriatic corridor, including the extension of the entire Ionian-Adriatic dorsal, (ii) the North-South extension of the Scandinavian-Mediterranean corridor, (iii) the establishment of an Alpine-Western Balkans rail freight corridor, (iv) a better connection between the Iberian peninsula, central Italy and the Western Balkans, (v) implementing a road connection in the Balkan area between***

*the port system and inside countries, as well as an interconnection with the Rhine-Danube corridor, (vi) improving port facilities for better connections between the two shores of the Adriatic, and the preparation of a joint strategy by the managing boards of the north Adriatic ports for a more comprehensive supply of imported goods to Central Europe;*

Or. it

**Amendment 51**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 9**

*Draft opinion*

9. Urges the Commission to ensure proper coordination of the proposed projects under the Danube Strategy;

*Amendment*

9. Urges the Commission *and the Member States* to ensure proper coordination of the proposed projects under the Danube Strategy *and to immediately end the financing of the Lyon-Turin transalpine high-speed rail link in order to focus on maintenance and improvement of existing infrastructure and the completion of key projects for local economic development, such as the A51 motorway in the Greater South-East region of France;*

Or. fr

**Amendment 52**  
**Claudia Tapardel, István Ujhelyi**

**Draft opinion**  
**Paragraph 9**

*Draft opinion*

9. Urges the Commission to ensure proper

*Amendment*

9. Urges the Commission to ensure proper

coordination of the proposed projects under the Danube Strategy;

coordination of the proposed projects under the Danube Strategy; *recalls that the Danube river represents a key opportunity to connect European markets and reduce the pressure of road transport. As result, the strategy has the means to put Central and Eastern Europe in a competitive position as regards land and water transportation, as well as tourism and environmental conservation;*

Or. en

### **Amendment 53**

**Georg Mayer, Harald Vilimsky**

#### **Draft opinion**

#### **Paragraph 10**

*Draft opinion*

*Amendment*

*10. Calls for redistribution of the money not used by cohesion Member States under the CEF and encourages calls for proposals, including on the subject of cross-border connections;*

*deleted*

Or. de

### **Amendment 54**

**Georgi Pirinski, István Ujhelyi, Maria Grapini**

#### **Draft opinion**

#### **Paragraph 10**

*Draft opinion*

*Amendment*

*10. Calls for redistribution of the money not used by cohesion Member States under the CEF and encourages calls for proposals, including on the subject of cross-border connections;*

*deleted*

Or. en

**Amendment 55**  
**Dominique Riquet, Izaskun Bilbao Barandica**

**Draft opinion**  
**Paragraph 10**

*Draft opinion*

10. Calls for redistribution of the money not used by cohesion Member States under the CEF and encourages calls for proposals, including on the subject of cross-border connections;

*Amendment*

10. Calls for redistribution of the money not used by cohesion Member States under the CEF and encourages *the use of technical assistance and more* calls for proposals, including on the subject of cross-border connections;

Or. fr

**Amendment 56**  
**Massimo Paolucci**

**Draft opinion**  
**Paragraph 10**

*Draft opinion*

10. Calls for redistribution of the money not used by cohesion Member States under the CEF and encourages calls for proposals, including on the subject of cross-border connections;

*Amendment*

10. Calls for redistribution of the money not used by cohesion Member States under the CEF and encourages calls for proposals, including on the subject of cross-border connections, *and for funding to be provided for projects which will enable new sections that can generate European added value to be included when the central TEN-T network is reviewed; calls for funds to be made available under the post-2020 MFF for priority projects to enhance territorial, economic and social cohesion in order to close the infrastructure gap between regions coming under EU strategies;*

Or. it

**Amendment 57**  
**Cláudia Monteiro de Aguiar**

**Draft opinion**  
**Paragraph 10**

*Draft opinion*

10. Calls for redistribution of the money not used by cohesion Member States under the CEF and encourages calls for proposals, including on the subject of cross-border connections;

*Amendment*

10. Calls for redistribution of the money not used by cohesion Member States under the CEF and encourages calls for proposals ***from the cohesion countries and new proposals as part of the package intended for each cohesion country***, including on the subject of cross-border connections ***and the motorways of the sea***;

Or. pt

**Amendment 58**  
**Claudia Tapardel, István Ujhelyi**

**Draft opinion**  
**Paragraph 10**

*Draft opinion*

10. Calls for redistribution of the money not used by cohesion Member States under the CEF and encourages ***calls for proposals, including on the subject of cross-border connections***;

*Amendment*

10. Calls for redistribution of the money not used by cohesion Member States under the CEF and encourages ***its redirection towards cross-border connections in developing regions, especially in countries under the Cohesion Policy***;

Or. en

**Amendment 59**  
**Salvatore Domenico Pogliese**

**Draft opinion**  
**Paragraph 10**

*Draft opinion*

10. Calls for redistribution of the money

*Amendment*

10. Calls for redistribution of the money

not used by cohesion Member States under the CEF and encourages calls for proposals, including on the subject of cross-border connections;

not used by cohesion Member States under the CEF, ***with priority being given to remote and island areas***, and encourages calls for proposals, including on the subject of cross-border connections;

Or. it

**Amendment 60**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 10**

*Draft opinion*

10. *Calls for redistribution of the money not used by cohesion Member States under the CEF and encourages calls for proposals, including on the subject of cross-border connections;*

*Amendment*

10. *Starting with January 2017 the unused amounts part of the funds transferred from Cohesion policy to CEF could be used by all Member States; calls on Commission to allocate these amounts for projects for cross-border connections;*

Or. en

**Amendment 61**  
**Pavel Telička**

**Draft opinion**  
**Paragraph 10**

*Draft opinion*

10. Calls for redistribution of the money not used by ***cohesion Member States under the CEF*** and encourages calls for proposals, including on the subject of cross-border connections;

*Amendment*

10. ***Bearing in mind that the cohesion Member States may not utilize the financial means under the CEF by the end of 2016, calls on the Commission to make appropriate proposals for prolonging the deadline to 31 December 2017;*** calls for redistribution of the money not used by ***these Members States by the end of 2017*** and encourages calls for proposals, including on the subject of cross-border connections;

**Amendment 62**  
**Merja Kyllönen**

**Draft opinion**  
**Paragraph 10 a (new)**

*Draft opinion*

*Amendment*

*10a. Stresses the need to adopt a wider and more comprehensive approach to criteria of eligible projects applying for the EU-funding, providing better access to finance for the projects introducing new transport services and better deployment of data; underlines especially the demand to channel EU-funding for the introduction of digital transport services and intelligent transport systems which are contributing to the swift towards more sustainable transport system and optimizing the use of existing capacity;*

Or. en

**Amendment 63**  
**Claudia Tapardel**

**Draft opinion**  
**Paragraph 10 a (new)**

*Draft opinion*

*Amendment*

*10a. Supports the creation of a list of high-priority infrastructure projects in underdeveloped regions in Member States which are part of the Cohesion Policy;*

Or. en

**Amendment 64**  
**Georg Mayer, Harald Vilimsky**

**Draft opinion**  
**Paragraph 11**

*Draft opinion*

11. Recalls the importance of ensuring, within the Union, the highest level of safety, security and interoperability in the field of transport; ***stresses that EU agencies' budget allocations consist not just of administrative expenditure alone, but also contribute to achieving EU objectives, while aiming to make savings at national level and that their budgets should have sufficient and adequate means to perform their tasks;***

*Amendment*

11. Recalls the importance of ensuring, within the Union, the highest level of safety, security and interoperability in the field of transport; ***criticises all spending by agencies, however, that does not comply with the principles of efficiency and economy, and recalls countless negative examples involving the EEA, EASA, EASO, EMCDDA, EMA, FRA and many others;***

Or. de

**Amendment 65**  
**Karima Delli**

**Draft opinion**  
**Paragraph 12**

*Draft opinion*

12. Points out that tourism is a key potential ***growth*** area of the European ***economy*** and a driver of a substantial amount of employment; considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy.

*Amendment*

12. Points out that ***sustainable*** tourism is a key potential area of the European ***economic development*** and a driver of a substantial amount of employment; considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy, ***with a focus on promoting SMEs and respecting natural, cultural, historical and industrial heritage.***

Or. en

**Amendment 66**  
**Maria Grapini**

**Draft opinion**  
**Paragraph 12**

*Draft opinion*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment; considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy.

*Amendment*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment; considers that appropriate budgetary funds should be *specifically* allocated to developing a genuine European tourism policy;

Or. ro

**Amendment 67**

**Salvatore Domenico Pogliese**

**Draft opinion  
Paragraph 12**

*Draft opinion*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment; considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy.

*Amendment*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment, *in particular for young people*; considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy *and stepping up funding for EU tourism-related programmes*.

Or. it

**Amendment 68**

**Pavel Telička, Dominique Riquet**

**Draft opinion  
Paragraph 12**

*Draft opinion*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment; considers that appropriate budgetary funds should be

*Amendment*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment; considers that appropriate *and increased* budgetary funds

allocated to developing a genuine European tourism policy.

should be allocated to developing a genuine European tourism policy.

Or. en

### **Amendment 69**

**Georgi Pirinski, Isabella De Monte, Claudia Tapardel, István Ujhelyi, Maria Grapini, Miltiadis Kyrkos**

#### **Draft opinion**

#### **Paragraph 12**

##### *Draft opinion*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment; considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy.

##### *Amendment*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment; ***recognizes the importance of the human capital for development of tourism services and underlines the role that the European Social Fund may play in this field;*** considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy ***and enhance this sector's development.***

Or. en

### **Amendment 70**

**Cláudia Monteiro de Aguiar**

#### **Draft opinion**

#### **Paragraph 12**

##### *Draft opinion*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment; considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy.

##### *Amendment*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment; considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy; ***asks the Commission to consider the possibility of***

*introducing a specific heading in the future framework programme;*

Or. pt

**Amendment 71**  
**Claudia Tapardel, István Ujhelyi**

**Draft opinion**  
**Paragraph 12**

*Draft opinion*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment; considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy.

*Amendment*

12. Points out that tourism is a key potential growth area of the European economy and a driver of a substantial amount of employment; considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy, *which would seek a better inclusion of developing regions and a better coordination among tourism and infrastructure projects.*

Or. en

**Amendment 72**  
**Maria Grapini**

**Draft opinion**  
**Paragraph 12 a (new)**

*Draft opinion*

*Amendment*

*12a. Stresses the excellent returns on investment in tourism and its contribution to social cohesion, especially in rural areas.*

Or. ro

**Amendment 73**  
**Gesine Meissner**

**Draft opinion**  
**Paragraph 12 a (new)**

*Draft opinion*

*Amendment*

***12a. Stresses the importance of a sufficiently funded Integrated Maritime Policy (IMP) as a flagship initiative of the European Union in cross-sectoral and trans-national governance.***

Or. en

**Amendment 74**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 13**

*Draft opinion*

*Amendment*

***13. Considers that appropriate budgetary funds should be allocated to developing a genuine European tourism policy.***

***deleted***

Or. fr

**Amendment 75**  
**Dominique Riquet, Pavel Telička, Matthijs van Miltenburg, Izaskun Bilbao Barandica**

**Draft opinion**  
**Paragraph 13 a (new)**

*Draft opinion*

*Amendment*

***13a. Considers that all EU budgetary instruments which support investment and innovation should be maintained and further developed, and that there is no need to favour one of these instruments to the detriment of the others; notes the essential role of the EU budget in providing an incentive for future spending and in supporting cohesion and effective implementation of policies within the EU.***

