



AMENDMENTS

1 - 76

Draft opinion
Isabella De Monte
(PE584.223v01-00)

General budget of the European Union for the financial year 2017
(2016/2047(BUD))

Amendment 1
Maria Grapini

Draft opinion
Paragraph 1

Draft opinion

1. Recalls that transport infrastructures are fundamental to the freedom of movement of persons, goods and services on which the single market is based, and that this freedom of movement is both a powerful catalyst for EU integration, jobs and tourism and is a key factor in the performance of European trade and industry;

Amendment

1. Recalls that transport infrastructures are fundamental to the freedom of movement of persons, goods and services on which the single market is based, and that this freedom of movement is both a powerful catalyst for EU integration, jobs and tourism and is a key factor in the performance of European trade and industry; ***takes the view that transport infrastructures should meet certain quality criteria, in order to ensure increased consumer safety and protection;***

Or. ro

Amendment 2
Karima Delli

Draft opinion
Paragraph 1

Draft opinion

1. Recalls that transport infrastructures are fundamental to the freedom of movement of persons, goods and services on which the single market is based, and that this freedom of movement *is* both a powerful catalyst for EU integration, jobs and tourism and is a key factor in the performance of European trade and industry;

Amendment

1. Recalls that ***cross-border*** transport infrastructures are fundamental to the freedom of movement of persons, goods and services on which the single market is based, and that this freedom of movement ***should be*** both a powerful catalyst for EU integration, ***attractive*** jobs and ***sustainable*** tourism and is a key factor in the performance of European trade and industry ***as well as the climate, environment and quality of life;***

Or. en

Amendment 3
Olga Sehnalová

Draft opinion
Paragraph 1

Draft opinion

1. Recalls that transport infrastructures are fundamental to the freedom of movement of persons, goods and services on which the single market is based, and that this freedom of movement is both a powerful catalyst for EU integration, jobs and tourism and is a key factor in the performance of European trade *and industry*;

Amendment

1. Recalls that transport infrastructures are fundamental to the freedom of movement of persons, goods and services on which the single market is based, and that this freedom of movement is both a powerful catalyst for EU integration, jobs and tourism and is a key factor in the performance of European trade, *industry and for inclusion of the European society*;

Or. en

Amendment 4
Notis Marias

Draft opinion
Paragraph 1

Draft opinion

1. *Recalls* that transport infrastructures are fundamental to the freedom of movement of persons, goods and services on which the single market is based, and that this freedom of movement is both a powerful catalyst for EU integration, jobs and tourism and is a key factor in the performance of European trade and industry;

Amendment

1. *Notes* that transport infrastructures are fundamental to the freedom of movement of persons, goods and services on which the single market is based, and that this freedom of movement is both a powerful catalyst for EU integration, jobs and tourism and is a key factor in the performance of European trade and industry;

Or. el

Amendment 5
Roberts Zile

Draft opinion
Paragraph 2

Draft opinion

2. Underlines that Union transport policy, in particular with regard to the Tran-European transport Network, is one of the most successful Union policies; points out that the TEN-T network plays a fundamental role in commercial exchanges within the Union, contributing to the wealth of its citizens; recalls therefore the importance of financing missing and cross-border links of the TEN-T network;

Amendment

2. Underlines that Union transport policy, in particular with regard to the Tran-European transport Network, is one of the most successful Union policies; points out that the TEN-T network plays a fundamental role in commercial exchanges within the Union, contributing to the wealth of its citizens; recalls therefore the importance of financing missing and cross-border links of the TEN-T network ***and importance of linking the transport networks of all EU regions and solve such problems as the lack of appropriate infrastructure, accessibility and a low interoperability between the Central and Eastern, and Western parts of the EU;***

Or. en

Amendment 6
Notis Marias

Draft opinion
Paragraph 2

Draft opinion

2. Underlines that Union transport policy, in particular with regard to the Tran-European transport Network, is one of the most successful Union policies; points out that the TEN-T network ***plays a fundamental*** role in commercial exchanges within the Union, contributing ***to the wealth of its citizens***; recalls therefore the importance of financing missing and cross-border links of the TEN-T network;

Amendment

2. Underlines that Union transport policy, in particular with regard to the Tran-European transport Network, is one of the most successful Union policies; points out that the TEN-T network ***must play an important*** role in commercial exchanges within the Union, contributing ***in particular to linking the mountainous, remote and island areas of the Member States***; recalls therefore the importance of financing missing and cross-border links of the TEN-T network;

Or. el

Amendment 7
Karima Delli

Draft opinion
Paragraph 2

Draft opinion

2. Underlines that Union transport policy, in particular with regard to the Tran-European transport Network, is one of the most successful Union policies; points out that the TEN-T network plays a fundamental role in *commercial* exchanges within the Union, contributing to the wealth of its citizens; recalls therefore the importance of financing missing and cross-border links of the TEN-T network;

Amendment

2. Underlines that Union transport policy, in particular with regard to the Tran-European transport Network, is one of the most successful Union policies; points out that the TEN-T network plays a fundamental role in *all kinds of* exchanges within the Union, contributing to the wealth of its citizens; recalls therefore the importance of financing missing and cross-border links, *particularly abandoned or dismantled regional rail connections and also those* of the TEN-T network;

Or. en

Amendment 8
Marie-Christine Arnautu

Draft opinion
Paragraph 2

Draft opinion

2. *Underlines that Union transport policy, in particular with regard to the Tran-European transport Network, is one of the most successful Union policies; points out that the TEN-T network plays a fundamental role in commercial exchanges within the Union, contributing to the wealth of its citizens; recalls therefore the importance of financing missing and cross-border links of the TEN-T network;*

Amendment

2. *Points out that the TEN-T network, owing to the lack of sufficient social regulation and to the possibility afforded to businesses to resort to posted workers, makes it easier to underpay workers and contributes to unemployment and wage exploitation among EU citizens; recalls therefore the harmful consequences that financing missing and cross-border links of the TEN-T network could have for workers in the EU transport sector;*

Or. fr

Amendment 9
Olga Sehnalová

Draft opinion
Paragraph 2

Draft opinion

2. Underlines that Union transport policy, in particular with regard to the Tran-European transport Network, is one of the most successful Union policies; points out that the TEN-T network plays a fundamental role in commercial exchanges within the Union, contributing to the wealth of its citizens; recalls therefore the importance of financing missing and cross-border links of the TEN-T network;

Amendment

2. Underlines that Union transport policy, in particular with regard to the Tran-European transport Network, is one of the most successful Union policies; points out that the TEN-T network plays a fundamental role in commercial exchanges within the Union, contributing to the wealth of its citizens; recalls therefore the importance of **adequate** financing **for completing of** missing and cross-border links **and removing bottlenecks** of the TEN-T network;

Or. en

Amendment 10
Kosma Złotowski, Tomasz Piotr Poręba

Draft opinion
Paragraph 2

Draft opinion

2. Underlines that Union transport policy, in particular with regard to the Tran-European transport Network, is one of the most **successful** Union policies; points out that the TEN-T network plays a fundamental role in commercial exchanges within the Union, contributing to the wealth of its citizens; recalls therefore the importance of financing missing and cross-border links of the TEN-T network;

Amendment

2. Underlines that Union transport policy, in particular with regard to the Tran-European transport Network, is one of the most **ambitious** Union policies; points out that the TEN-T network plays a fundamental role in commercial exchanges within the Union **and outside its territory**, contributing to the wealth of its citizens; recalls therefore the importance of financing missing and cross-border links of the TEN-T network;

Or. pl

Amendment 11
Inés Ayala Sender

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. *Notes that, in previous calls for proposals concerning the Connecting Europe Facility (CEF), grants have been awarded primarily to projects in the central part of the trans-European transport network (TEN-T), thereby relegating outlying and isolated areas to the back of the queue; recalls, in this context, that trans-European network corridors should extend to all areas of the Union and calls on the Commission, in future CEF calls for proposals, to focus on projects that provide links with the core network corridors and thereby enhance connectivity throughout the network;*

Or. es

Amendment 12
Dominique Riquet, Matthijs van Miltenburg

Draft opinion
Paragraph 3

Draft opinion

Amendment

3. Notes that the European Fund for Strategic Investments (EFSI) ***did not produce the expected*** results as regards transport infrastructures; stresses ***therefore that cuts in the*** Connecting Europe Facility (CEF) ***should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the***

3. Notes that, ***given that*** the European Fund for Strategic Investments (EFSI) ***was set up only recently, it seems premature to form a firm and definitive conclusion about the desired*** results as regards transport infrastructures; stresses ***the need, as part of the revision of the Multiannual Financial Framework, to restore the*** Connecting Europe Facility (CEF) ***credits which were redeployed to form the EFSI***

Multiannual Financial Framework or are at least earmarked for transport infrastructure projects with European added value;

guarantee fund or to at least earmark those credits for transport infrastructure projects with European added value; calls, in order to ensure a genuine additionality of infrastructure projects, for an informal group to be set up which brings together the stakeholders concerned (the Commission, the EIB and private investors) that would be in charge of coordinating and optimising the combination of subsidies from the European budget (particularly from the CEF and the European Fund for Strategic Investment) and innovative financial instruments (loans, loan guarantees, venture capital, etc.);

Or. fr

Amendment 13
Roberts Zile

Draft opinion
Paragraph 3

Draft opinion

3. Notes that the European Fund for Strategic Investments (EFSI) did not produce the expected results as regards transport infrastructures; stresses therefore that cuts in the Connecting Europe Facility (CEF) should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects with European added value;

Amendment

3. Notes that the European Fund for Strategic Investments (EFSI) did not produce the expected results as regards transport infrastructures, ***partly due to lack of clear and transparent geographical and economical allocation criteria and partly because the nature and objectives of the EFSI programme notably differ from the TEN-T policy goals***, stresses therefore that cuts in the Connecting Europe Facility (CEF) should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects with European added value;

Or. en

Amendment 14

Maria Grapini

Draft opinion

Paragraph 3

Draft opinion

3. Notes that the European Fund for Strategic Investments (EFSI) did not produce the expected results as regards transport infrastructures; stresses therefore that cuts in the Connecting Europe Facility (CEF) should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects with European added value;

Amendment

3. Notes that the European Fund for Strategic Investments (EFSI) did not produce the expected results as regards transport infrastructures; stresses therefore that cuts in the Connecting Europe Facility (CEF) should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects with European added value; ***takes the view that the allocation criteria for the EFSI should be redesigned so that countries with less developed administrative capacity can take advantage of this financing programme;***

Or. ro

Amendment 15

Kosma Złotowski, Tomasz Piotr Poręba

Draft opinion

Paragraph 3

Draft opinion

3. Notes that the European Fund for Strategic Investments (EFSI) ***did not produce*** the expected results as regards transport infrastructures; stresses therefore that cuts in the Connecting Europe Facility (CEF) should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are

Amendment

3. Notes that the European Fund for Strategic Investments (EFSI) ***is not producing*** the expected results as regards transport infrastructures, ***reflecting not only the nature and risk level of transport projects, but also investor interest in this instrument;*** stresses therefore that cuts in the Connecting Europe Facility (CEF)

restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects with European added value;

should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects with European added value;

Or. pl

Amendment 16 **Notis Marias**

Draft opinion **Paragraph 3**

Draft opinion

3. Notes that the European Fund for Strategic Investments (EFSI) did not produce ***the expected*** results as regards transport infrastructures; stresses therefore that cuts in the Connecting Europe Facility (CEF) should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects ***with European added value***;

Amendment

3. Notes that the European Fund for Strategic Investments (EFSI) did not produce results as regards transport infrastructures; stresses therefore that cuts in the Connecting Europe Facility (CEF) should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects ***and calls for them to be earmarked in particular for linking mountainous, remote and island areas in Southern Europe, especially Greece***;

Or. el

Amendment 17 **Pavel Telička, Dominique Riquet**

Draft opinion **Paragraph 3**

Draft opinion

3. Notes that the European Fund for

Amendment

3. Notes that the ***implementation of***

Strategic Investments (EFSI) **did not produce the expected results as regards transport infrastructures**; stresses therefore that cuts in the Connecting Europe Facility (CEF) should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects with European added value;

the European Fund for Strategic Investments (EFSI) **needs to be improved in order to effectively support highly innovative market-based projects**; stresses therefore that cuts in the Connecting Europe Facility (CEF) should not be further used to finance EFSI, **as both instruments serve distinct purposes**; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects with European added value;

Or. en

Amendment 18 **Maria Grapini**

Draft opinion **Paragraph 3**

Draft opinion

3. Notes that the European Fund for Strategic Investments (EFSI) did not produce the expected results as regards transport infrastructures; stresses therefore that cuts in the Connecting Europe Facility (CEF) should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects with European added value;

Amendment

3. Notes that the European Fund for Strategic Investments (EFSI) did not produce the expected results as regards transport infrastructures; stresses therefore that cuts in the Connecting Europe Facility (CEF) should not be further used to finance EFSI; strongly requests that the cuts in CEF to finance the EFSI programme are restored within the framework of the revision of the Multiannual Financial Framework or are at least earmarked for transport infrastructure projects with European added value **that will lead to an increase in connectivity**;

Or. ro

Amendment 19 **Inés Ayala Sender**

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. *Considers that a number of projects that are genuinely European in scope and in line with EU transport policy, such as installing the European Rail Traffic Management System (ERTMS) in EU transport corridors and the Single European Sky ATM Research (SESAR) project, are unable to properly benefit from the European Fund for Strategic Investments (EFSI) owing to their complex legal structures, which often involve several Member States and various different organisations; considers that these are clear examples of projects on which the EFSI could be focusing, given their significant European added value and the greater risks and difficulties that they face when it comes to securing funding; calls on the Commission and the EFSI Advisory Hub to propose innovative ways to mobilise EFSI funding for such projects;*

Or. es

Amendment 20
Marian-Jean Marinescu

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3 a. *Stresses that partial recovery of funds redeployed from the Connecting Europe Facility (CEF) to the European Fund for Strategic Investments (EFSI) should be one of the key priorities for the 2017 Budget; given the fact that almost no funds remain available for new projects in the remaining MFF years, draws attention to the importance of ensuring as*

soon as possible sufficient budget in order to immediately launch a call for proposals as CEF projects are long-term projects that run over several years;

Or. en

Amendment 21
Inés Ayala Sender

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3b. Welcomes, in this context, the Commission's proposal to include missing rail links in the 2016 calls for proposals; calls on the Commission to provide advisory support to the project promoters and competent authorities to ensure that they put forward high-quality proposals; considers that cross-border missing links with significant European added value in terms of jobs, tourism and sustainability which connect areas that were historically linked by rail should be funded through the Connecting Europe Facility and other ad hoc funding sources;

Or. es

Amendment 22
Marian-Jean Marinescu

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3b. Regrets the significant decrease in budget for removing bottlenecks, rail interoperability and bridging missing links, sustainable and efficient transport systems, and integration and

interconnection of transport modes and emphasises, in this context, the vital importance of a complete restoration of the budget for these areas;

Or. en

Amendment 23
Marian-Jean Marinescu

Draft opinion
Paragraph 3 c (new)

Draft opinion

Amendment

3c. Welcomes the overall success of CEF and asks the Commission to launch, as a matter of priority, a third call for proposals with the remaining budget for CEF in order to further plan the remaining commitments;

Or. en

Amendment 24
Marian-Jean Marinescu

Draft opinion
Paragraph 3 d (new)

Draft opinion

Amendment

3d. Points at the massive oversubscription of projects and at the high number of high-quality projects, which were rejected in 2014-2015 due to insufficient Union budget and notes that additional resources beyond the recovery of redeployed funds could be absorbed;

Or. en

Amendment 25
Marian-Jean Marinescu

Draft opinion
Paragraph 3 e (new)

Draft opinion

Amendment

3e. Recalls that point 17 of the Interinstitutional Agreement on budgetary discipline^{1a} provides for 10% flexibility to increase CEF budget in annual budgetary procedures; calls on the Commission to increase, in line with the Interinstitutional Agreement, the total envelope of the CEF, including an increase in the cohesion envelope of the CEF;

^{1a} Interinstitutional Agreement of 2 December 2013 between the European Parliament, the Council and the Commission on budgetary discipline, on cooperation in budgetary matters and on sound financial management (OJ L 8, 14.1.2015, p. 18).

Or. en

Amendment 26
Notis Marias

Draft opinion
Paragraph 4

Draft opinion

Amendment

4. Points at **two** key transport policy areas closely related to infrastructure development, ***i.e. the establishment of the European Rail Traffic Management System (ERTMS) and the promotion of Motorways of the Sea which aim at relieving land transport corridors and may constitute their "maritime leg"***; stresses that it is of utmost importance for the sustainability of transport in the Union

4. Points at **the** key transport policy areas closely related to infrastructure development ***and, in particular, to linking mountainous, remote and island areas in the Member States, especially Greece***; stresses that it is of utmost importance for the sustainability of transport in the Union that goods and passenger traffics are shifted from road to rail, ***maritime and air*** means of transport; therefore underlines the

that goods and passenger traffics are shifted from road to rail *and maritime* means of transport; therefore underlines the vital importance of *adequately* funding the development of ERTMS and *promoting* Motorways of the Seas; underlines also the need to revitalise inland waterway transport in Europe;

vital importance of *adequate European* funding *for* the development of ERTMS and *for the promotion of* Motorways of the Seas *and the Air*; underlines also the need to revitalise inland waterway transport in Europe *including transport across lakes in the EU Member States, especially Greece*; *deplores the fact that there is not sufficient investment for the creation of cross-border railway lines and points at the low frequency of passenger railway services in numerous border areas*; *calls for the European Budget to adequately finance the efforts of the Member States to restore missing transport links*;

Or. el

Amendment 27
Marie-Christine Arnautu

Draft opinion
Paragraph 4

Draft opinion

4. Points at two key transport policy areas closely related to infrastructure development, i.e. the establishment of the European Rail Traffic Management System (ERTMS) and the promotion of Motorways of the Sea which aim at relieving land transport corridors and may constitute their "maritime leg"; stresses that it is of upmost importance for the sustainability of transport in the Union that goods and passenger traffics are shifted from road to rail and maritime means of transport; therefore underlines the vital importance of adequately funding the development of ERTMS and promoting Motorways of the Seas; underlines also the need to revitalise inland waterway transport in Europe;

Amendment

4. Points at two key transport policy areas closely related to infrastructure development, i.e. the establishment of the European Rail Traffic Management System (ERTMS) and the promotion of Motorways of the Sea which aim at relieving land transport corridors and may constitute their "maritime leg"; stresses that it is of upmost importance for the sustainability of transport in the Union that goods and passenger traffics are shifted from road transport, *which is severely affected by social dumping due to European directives*, to rail and maritime means of transport; therefore underlines the vital importance of adequately funding the development of ERTMS and promoting Motorways of the Seas; underlines also the need to revitalise inland waterway transport in Europe;

Amendment 28**Karima Delli****Draft opinion****Paragraph 4***Draft opinion*

4. Points at two key transport policy areas closely related to infrastructure development, i.e. the establishment of the European Rail Traffic Management System (ERTMS) and the promotion of Motorways of the Sea which aim at relieving land transport corridors and may constitute their "maritime leg"; stresses that it is of upmost importance for the sustainability of transport in the Union that goods and passenger traffics are shifted from road to rail and maritime means of transport; therefore underlines the vital importance of adequately funding the development of ERTMS and promoting Motorways of the Seas; underlines also the need to revitalise inland waterway transport in Europe;

Amendment

4. Points at two key transport policy areas closely related to infrastructure development, i.e. the establishment of the European Rail Traffic Management System (ERTMS), ***the reduction of noise for rail freight*** and the promotion of Motorways of the Sea which aim at relieving land transport corridors and may constitute their "maritime leg"; stresses that it is of upmost importance for the sustainability of transport in the Union that goods and passenger traffics are shifted from road to rail and maritime means of transport; therefore underlines the vital importance of adequately funding the development of ERTMS and promoting Motorways of the Seas; underlines also the need to revitalise ***sustainable*** inland waterway transport in Europe;

Or. en

Amendment 29**Kosma Złotowski, Tomasz Piotr Poręba****Draft opinion****Paragraph 4***Draft opinion*

4. Points at two key transport policy areas closely related to infrastructure development, i.e. the establishment of the European Rail Traffic Management System (ERTMS) and the promotion of Motorways

Amendment

4. Points at two key transport policy areas closely related to infrastructure development, i.e. the establishment of the European Rail Traffic Management System (ERTMS) and the promotion of Motorways

of the Sea which aim at relieving land transport corridors and may constitute their "*maritime* leg"; stresses that it is of upmost importance for the sustainability of transport in the Union that goods and passenger traffics are shifted from road to rail *and maritime* means of transport; therefore underlines the vital importance of adequately funding the development of ERTMS *and* promoting Motorways of the Seas; *underlines also the need to revitalise inland waterway transport in Europe*;

of the Sea *and inland waterways* which aim at relieving land transport corridors and may constitute their "*waterborne* leg"; stresses that it is of upmost importance for the sustainability of transport in the Union that goods and passenger traffics are shifted from road to rail, *maritime and inland* means of transport; therefore underlines the vital importance of adequately funding the development of ERTMS, promoting Motorways of the Seas *and inland waterways*;

Or. pl

Amendment 30
Marie-Christine Arnautu

Draft opinion
Paragraph 5

Draft opinion

5. Welcomes the conclusion of the fourth railway package; underlines the greater role of the European Railway Agency in terms of certification and technical infrastructure development, which must therefore be adequately financed; believes that continuous efforts should also be put on research and innovation in the rail sector and calls on adequate funding for the Shift2Rail Joint Undertaking;

Amendment

deleted

Or. fr

Amendment 31
Notis Marias

Draft opinion
Paragraph 5

Draft opinion

5. ***Welcomes the conclusion of the fourth railway package; underlines the greater role of the European Railway Agency in terms of certification and technical infrastructure development, which must therefore be adequately financed; believes that continuous efforts should also be put on research and innovation in the rail sector and calls on adequate funding for the Shift2Rail Joint Undertaking;***

Amendment

5. underlines the role of the European ***Railways which*** must be adequately financed; believes that continuous efforts should also be put on research and innovation in the rail sector and calls on adequate funding for the Shift2Rail Joint Undertaking;

Or. el

Amendment 32
Karima Delli

Draft opinion
Paragraph 5

Draft opinion

5. Welcomes the conclusion of the fourth railway package; underlines the greater role of the European Railway Agency in terms of certification and technical infrastructure development, which must therefore be adequately financed; believes that continuous efforts should also be put on research and innovation in the rail sector and calls on adequate funding for the Shift2Rail Joint Undertaking;

Amendment

5. Welcomes the conclusion of the ***technical pillar of the*** fourth railway package; underlines the greater role of the European Railway Agency in terms of certification and technical infrastructure development, which must therefore be adequately financed; believes that continuous efforts should also be put on research and innovation in the rail sector and calls on adequate funding for the Shift2Rail Joint Undertaking, ***the re-establishing of regional cross-border links and maintenance of rail infrastructure;***

Or. en

Amendment 33
Dominique Riquet

Draft opinion
Paragraph 5

Draft opinion

5. Welcomes ***the conclusion*** of the fourth railway package; underlines the greater role ***of*** the European Railway Agency in terms of certification and technical infrastructure development, ***which must therefore be adequately financed; believes that*** continuous efforts should also be put on research and innovation in the rail sector and calls on adequate funding for the Shift2Rail Joint Undertaking;

Amendment

5. Welcomes ***the adoption of the technical section*** of the fourth railway package; underlines the greater role ***that the European agencies in general, and the European Railway Agency in particular, can play*** in terms of certification and infrastructure development ***and stresses that they should be given appropriate budgetary resources to that end; insists that there is a need for*** continuous efforts to be put on research and innovation in the rail sector and calls, ***in this context***, on adequate funding for the Shift2Rail Joint Undertaking;

Or. fr

Amendment 34
Kosma Złotowski, Tomasz Piotr Poręba

Draft opinion
Paragraph 5

Draft opinion

5. Welcomes the conclusion of the fourth railway package; underlines the greater role of the European Railway Agency in terms of certification and technical infrastructure development, ***which must therefore be adequately financed***; believes that continuous efforts should also be put on research and innovation in the rail sector and calls on adequate funding for the Shift2Rail Joint Undertaking;

Amendment

5. Welcomes the conclusion of the fourth railway package; underlines the greater role of the European Railway Agency in terms of certification and technical infrastructure development; believes that continuous efforts should also be put on research and innovation in the rail sector and calls on adequate funding for the Shift2Rail Joint Undertaking;

Or. pl

Amendment 35
Pavel Telička, Dominique Riquet, Matthijs van Miltenburg

Draft opinion
Paragraph 5

Draft opinion

5. *Welcomes the conclusion of* the fourth railway package; *underlines the* greater role *of* the European Railway Agency in terms of certification and technical infrastructure development, which must therefore be adequately financed; believes that continuous efforts should also be put on research and innovation in the rail sector and calls on adequate funding for the Shift2Rail Joint Undertaking;

Amendment

5. *Takes note that* the fourth railway package *foresees a* greater role *for* the European Railway Agency in terms of certification and technical infrastructure development, which must therefore be adequately financed; believes that continuous efforts should also be put on research and innovation in the rail sector and calls on adequate funding for the Shift2Rail Joint Undertaking;

Or. en

Amendment 36
Inés Ayala Sender

Draft opinion
Paragraph 5 a (new)

Draft opinion

5a. Welcomes the first calls for proposals for the Shift2Rail joint initiative; calls on the governing body, and on the Commission in particular, to speed up the implementation of its work programme to make up for the time lost while setting up the initiative and, furthermore, to place particular emphasis on resolving core interoperability issues in the European rail network;

Amendment

Or. es

Amendment 37
Pavel Telička, Dominique Riquet, Matthijs van Miltenburg

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. *Underlines that the revision of Regulation (EC) No 216/2008 envisages broadening the scope of competence of the European Aviation Safety Agency (EASA); stresses the importance of allocating adequate funding to the EASA to ensure the successful uptake of these new responsibilities;*

Or. en

Amendment 38
Marian-Jean Marinescu

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. *Considers that the optimisation of transport modes integration and interconnection and intermodal connections, along with the development of freight corridors, represent essential elements for shifting freight from road to rail and for improving the sustainability of rail;*

Or. en

Amendment 39
Dominique Riquet, Matthijs van Miltenburg

Draft opinion
Paragraph 6

Draft opinion

Amendment

6. Stresses the importance of the goals set by COP 21 with regard to transport in

6. Stresses the importance of the goals set by COP 21 with regard to transport in

order to combat climate change; underlines that financial means should be available to ensure a modal shift from road to rail **and** waterborne transport and encouraging Member States to invest in smart, sustainable, integrated public transport; recommends also paying attention to noise reduction in transport to provide citizens with an environment of high quality;

order to combat climate change; underlines that financial means should be available to ensure a modal shift from road to rail **as well as** waterborne **and inland waterway** transport and encouraging Member States to invest in smart, sustainable, integrated public transport; recommends also paying attention to noise reduction in transport to provide citizens with an environment of high quality;

Or. fr

Amendment 40
Karima Delli

Draft opinion
Paragraph 6

Draft opinion

6. Stresses the importance of the goals set by COP 21 with regard to transport in order to combat climate change; underlines that financial means should be available to ensure a modal shift from road to rail and waterborne transport and encouraging Member States to invest in smart, sustainable, integrated public transport; recommends also paying attention to noise reduction in transport to provide citizens with an environment of high quality;

Amendment

6. Stresses the importance of the goals set by COP 21 with regard to transport in order to combat climate change; underlines that financial means should be available to ensure a modal shift from road to rail and waterborne transport and encouraging Member States to invest in smart, sustainable, integrated public transport; recommends also paying attention to noise reduction in transport to provide citizens with an environment of high quality; **furthermore insists to reduce external costs caused by transport and thereby decrease the burden on future public budgets;**

Or. en

Amendment 41
Kosma Zlotowski, Tomasz Piotr Poręba

Draft opinion
Paragraph 6

Draft opinion

6. ***Stresses the importance of*** the goals set by COP 21 with regard to transport in order to ***combat climate change***; underlines that financial means should be available to ensure a modal shift from road to rail ***and waterborne*** transport and encouraging Member States to invest in smart, sustainable, integrated public transport; ***recommends also paying attention to noise reduction in transport to provide citizens with an environment of high quality***;

Amendment

6. ***Notes*** the goals set by COP 21 with regard to transport in order to ***reduce emissions***; underlines that financial means should be available to ensure a modal shift from road to rail, ***waterborne and inland*** transport and encouraging Member States to invest in smart, sustainable, integrated public transport;

Or. pl

Amendment 42
Notis Marias

Draft opinion
Paragraph 6

Draft opinion

6. Stresses ***the importance of*** the goals set by COP 21 with regard to transport in order to combat climate change; underlines that financial means should be available to ensure a modal shift from road to rail and waterborne transport and encouraging Member States to invest in smart, sustainable, integrated ***public*** transport; recommends also paying attention to noise reduction in transport to provide citizens with an environment of high quality;

Amendment

6. Stresses ***that*** the goals set by COP 21 with regard to transport in order to combat climate change ***should not lead to the loss of jobs or the closure of businesses***; underlines that financial means should be available to ensure a modal shift from road to rail and waterborne transport and encouraging Member States to invest in smart, sustainable, integrated transport ***that is accessible to all***; recommends also paying attention to noise reduction in transport to provide citizens with an environment of high quality;

Or. el

Amendment 43
Olga Sehnalová

Draft opinion
Paragraph 6

Draft opinion

6. Stresses the importance of the goals set by COP 21 with regard to transport in order to combat climate change; underlines that financial means should be available to ensure a modal shift from road to rail and waterborne transport and encouraging Member States to invest in smart, sustainable, integrated public transport; recommends also paying attention to noise reduction in transport to provide citizens with an environment of high quality;

Amendment

6. Stresses the importance of the goals set by COP 21 with regard to transport in order to combat climate change; underlines that financial means should be available to ensure a modal shift from road to rail and waterborne transport and encouraging Member States to invest in smart, sustainable, ***accessible*** integrated public transport; recommends also paying attention to noise reduction in transport to provide citizens with an environment of high quality;

Or. en

Amendment 44
Notis Marias

Draft opinion
Paragraph 7

Draft opinion

7. Underlines that efficient logistics management in the Union ***can greatly*** contribute to decongesting of traffic and a reducing CO2 emissions; draws attention to the fact that Motorways of the Seas are cornerstones in logistics and that ports are main nodes for multi-modal transport schemes;

Amendment

7. Underlines that efficient logistics management in the Union ***could*** contribute ***to a certain extent*** to decongesting of traffic and a reducing CO2 emissions; draws attention to the fact that Motorways of the Seas are cornerstones in logistics and that ports are main nodes for multi-modal transport schemes; ***calls for an increase in funds for developing ports in remote island areas of Member States – in particular Greece – that border third countries;***

Or. el

Amendment 45
Karima Delli

Draft opinion
Paragraph 7

Draft opinion

7. Underlines that efficient logistics management in the Union can greatly contribute to decongesting of traffic and a reducing CO2 emissions; draws attention to the fact that Motorways of the Seas are cornerstones in logistics and that ports are main nodes for multi-modal transport schemes;

Amendment

7. Underlines that efficient **green** logistics management in the Union can greatly contribute to decongesting of traffic and a reducing CO2 emissions; **encourages the Commission to promote digitalisation in logistics, such as cargo-pooling initiatives**; draws attention to the fact that Motorways of the Seas are cornerstones in logistics and that ports **and hinterland interconnections** are main nodes for multi-modal transport schemes;

Or. en

Amendment 46
Pavel Telička

Draft opinion
Paragraph 7

Draft opinion

7. Underlines that efficient logistics management in the Union can greatly contribute to decongesting of traffic and a reducing CO2 emissions; draws attention to the fact that Motorways of the Seas are cornerstones in logistics and that ports are main nodes for multi-modal transport schemes;

Amendment

7. Underlines that efficient logistics management **across all transport modes** in the Union can greatly contribute to decongesting of traffic and a reducing CO2 emissions; draws attention to the fact that Motorways of the Seas are cornerstones in logistics and that ports are main nodes for multi-modal transport schemes;

Or. en

Amendment 47
Marie-Christine Arnautu

Draft opinion
Paragraph 7

Draft opinion

7. Underlines that efficient logistics management in the Union can greatly contribute to decongesting of traffic and a reducing CO2 emissions; draws attention to the fact that Motorways of the Seas are cornerstones in logistics and that ports are **main** nodes for multi-modal transport schemes;

Amendment

7. Underlines that efficient logistics management in the Union can greatly contribute to decongesting of traffic and a reducing CO2 emissions; draws attention to the fact that Motorways of the Seas are cornerstones in logistics and that ports are **important** nodes for multi-modal transport schemes;

Or. fr

Amendment 48

Kosma Zlotowski, Tomasz Piotr Poręba

Draft opinion

Paragraph 8

Draft opinion

8. Underlines the key role of digital technology in the development of efficient and sustainable transport; encourages the Commission to support innovation and the development of innovative solutions for all transport sectors to the benefit of all Union citizens and tourists;

Amendment

8. Underlines the key role of digital technology in the development of efficient and sustainable transport; encourages the Commission to support innovation and the development of innovative solutions for all transport sectors to the benefit of all Union citizens and tourists; ***underlines that there is a need to balance the needs and expectations of consumers and the functioning of tourist and transport service providers based on new business models in a way which is favourable for both parties;***

Or. pl

Amendment 49

Karima Delli

Draft opinion

Paragraph 8

Draft opinion

8. Underlines the key role of digital technology in the development of efficient and sustainable transport; encourages the Commission to support innovation and the development of innovative solutions for all transport sectors to the benefit of all Union citizens and tourists;

Amendment

8. Underlines the key role of digital technology in the development of efficient and sustainable transport ***and mobility management***; encourages the Commission to support innovation and the development of innovative solutions for all transport sectors, ***such as shared mobility in cities and rural areas interconnected with public transport***, to the benefit of all Union citizens and tourists;

Or. en

Amendment 50
Maria Grapini

Draft opinion
Paragraph 8

Draft opinion

8. Underlines the key role of digital technology in the development of efficient and sustainable transport; encourages the Commission to support innovation and the development of innovative solutions for all transport sectors to the benefit of all Union citizens and tourists;

Amendment

8. Underlines the key role of digital technology in the development of efficient and sustainable transport; encourages the Commission to support innovation and the development of innovative solutions for all transport sectors to the benefit of all Union citizens and tourists ***and to enable SME access to all transport sectors*** ;

Or. ro

Amendment 51
Olga Sehnalová

Draft opinion
Paragraph 8

Draft opinion

8. Underlines the key role of digital technology in the development of efficient

Amendment

8. Underlines the key role of digital technology in the development of efficient,

and sustainable transport; encourages the Commission to support innovation and the development of innovative solutions for all transport sectors to the benefit of all Union citizens and tourists;

safe, intermodal and sustainable transport; encourages the Commission to support innovation and the development of innovative solutions for all transport sectors to the benefit of all Union citizens and tourists;

Or. en

Amendment 52 **Notis Marias**

Draft opinion **Paragraph 8**

Draft opinion

8. Underlines the *key* role of digital technology in the development of efficient and sustainable transport; encourages the Commission to support innovation and the development of innovative solutions for all transport sectors to the benefit of all Union citizens and tourists;

Amendment

8. Underlines the *crucial* role of digital technology in the development of efficient and sustainable transport; encourages the Commission to support innovation, *research* and the development of innovative solutions for all transport sectors to the benefit of all Union citizens and tourists;

Or. el

Amendment 53 **Pavel Telička, Dominique Riquet**

Draft opinion **Paragraph 8**

Draft opinion

8. Underlines the key role of digital *technology* in the development of efficient and sustainable transport; encourages the Commission to support *innovation and* the development of *innovative solutions for* all transport *sectors* to the benefit of all Union citizens *and tourists*;

Amendment

8. Underlines the key role of digital *technologies* in the development of *safe*, efficient and sustainable transport; encourages the Commission to support the development of *digitalisation and automation across* all transport *modes* to the benefit of all Union citizens, *tourists and businesses*;

Amendment 54
Olga Sehnalová

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. *Calls on the Commission to support various possibilities of financing measures to achieve the accessibility of the transport services, vehicles, infrastructure and intermodal connecting hubs and other measures to improve accessibility for persons with disabilities;*

Or. en

Amendment 55
Marian-Jean Marinescu

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. *Emphasises the importance of investing in regional airports as this will have a positive impact on a wide range of activities such as exports, business efficiency and productivity, inward investment, and therefore will boost EU market;*

Or. en

Amendment 56
Olga Sehnalová

Draft opinion
Paragraph 8 b (new)

Draft opinion

Amendment

8b. *Encourages the Commission to support initiatives aiming at improving road safety and that can help to achieve the goal to reduce road deaths by half until 2020 and significantly reduce serious injuries;*

Or. en

Amendment 57
Marian-Jean Marinescu

Draft opinion
Paragraph 8 b (new)

Draft opinion

Amendment

8b. *Underlines once more that EASA has already cut 5 % of posts over five years as agreed in the Interinstitutional Agreement; considers, therefore, that any further cuts proposed by the Council could endanger the proper functioning of EASA and could prevent the Agency to fulfil the tasks already assigned and those that will be assigned by the legislative authority; underlines further that the new EASA posts that are needed to fulfil additional tasks due to new policy developments and new legislation need to be counted outside any reduction target;*

Or. en

Amendment 58
Marian-Jean Marinescu

Draft opinion
Paragraph 8 c (new)

Draft opinion

Amendment

8c. Underlines that the EASA posts (including the related pensions) which are fully financed from industry and therefore have no impact on the Union budget should not be subject to any staff reduction including the Interinstitutional Agreement;

Or. en

Amendment 59
Marian-Jean Marinescu

Draft opinion
Paragraph 8 d (new)

Draft opinion

Amendment

8d. Emphasises that it should be left to the discretion of EASA to increase the number of posts fully financed by industry during the financial year according to the fluctuating workload i.e. industry demands; underlines that, for this purpose, the budgetary authority should, in addition to the number of posts financed by fees and charges already authorised through the adoption of the EASA budget, indicate the additional percentage (within an upward ceiling of 10%) of posts that could be allowed by the Agency's Management Board on a proposal of the Agency to respond to an unforeseen evolution of the market demand ; further underlines that the decision of the Management Board should be based on a documented evaluation of unforeseen workload and efficiency criteria;

Or. en

Amendment 60
Marian-Jean Marinescu

Draft opinion
Paragraph 8 e (new)

Draft opinion

Amendment

8e. Underlines the importance to allocate sufficient funding for Galileo and EGNOS in 2017 in order to ensure the Commission's commitments regarding safety and efficiency in aviation, road, rail and maritime transport; reiterates the importance of providing swiftly uninterrupted GNSS services for smart roads and connected vehicles, smart fleet and cargo and traffic management such as ATM, ERTMS, eCall;

Or. en

Amendment 61
Marian-Jean Marinescu

Draft opinion
Paragraph 8 f (new)

Draft opinion

Amendment

8f. Stresses the need for accurate funding for the implementation of the components of SESAR in order to ensure the deployment of ATM functionalities that are considered essential for the improvement of the Union's ATM system performance;

Or. en

Amendment 62
Karima Delli

Draft opinion
Paragraph 9

Draft opinion

9. Recalls the political importance of addressing the refugee and migrant issue and the contribution the European Maritime Safety Agency can make; emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, information sharing and staff training;

Amendment

9. Recalls the political importance of addressing the refugee and migrant issue and the contribution the European Maritime Safety Agency can make; emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, ***such as transport safety for refugees, migrants and rescuers***, information sharing and staff training;

Or. en

Amendment 63
Marie-Christine Arnautu

Draft opinion
Paragraph 9

Draft opinion

9. Recalls the ***political*** importance of addressing the refugee and migrant issue and the contribution the European Maritime Safety Agency can make; emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, information sharing and staff training;

Amendment

9. Recalls the importance ***with regard to the safety of EU residents*** of addressing the refugee and migrant issue and the contribution the European Maritime Safety Agency can make; emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, information sharing and staff training;

Or. fr

Amendment 64
Marie-Christine Arnautu

Draft opinion
Paragraph 9

Draft opinion

9. Recalls the political importance of addressing the refugee and migrant issue

Amendment

9. Recalls the political importance of addressing the refugee and migrant issue

and the contribution the European Maritime Safety Agency can make to *solving it*; emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, information sharing and staff training;

and the contribution the European Maritime Safety Agency can make to *the refoulement of illegal immigrants*; emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, information sharing and staff training;

Or. fr

Amendment 65
Pavel Telička, Dominique Riquet

Draft opinion
Paragraph 9

Draft opinion

9. *Recalls the political importance of addressing the refugee and migrant issue and the contribution the European Maritime Safety Agency can make*; emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, information sharing and staff training;

Amendment

9. *Notes that the mandate of the European Safety Agency (EMSA) has been broadened to enhance its cooperation with national authorities and the European Border and Coast Guard Agency*; emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, information sharing and staff training;

Or. en

Amendment 66
Notis Marias

Draft opinion
Paragraph 9

Draft opinion

9. Recalls the *political* importance of addressing the refugee and migrant issue *and the contribution the European Maritime Safety Agency can make*; emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, information sharing and staff training;

Amendment

9. Recalls the importance of addressing the refugee and migrant issue; emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, information sharing – *in accordance with the principles of personal data protection* – and staff training;

Amendment 67

Kosma Zlotowski, Tomasz Piotr Poręba

Draft opinion

Paragraph 9

Draft opinion

9. ***Recalls the political importance of addressing the refugee and migrant issue and the contribution the European Maritime Safety Agency can make;*** emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, information sharing and staff training;

Amendment

9. ***Underlines*** the contribution the European Maritime Safety Agency can make ***to improving the safety of the Union's external borders;*** emphasises the importance of adequate funding to ensure optimal use of state-of-the-art technology, information sharing and staff training;

Or. pl

Amendment 68

Karima Delli

Draft opinion

Paragraph 10

Draft opinion

10. Calls for the introduction of a direct budgetary line for tourism in the Union budget for 2017, given the importance of this economic activity in Europe and the need to further improve its attractiveness and competitiveness in a worldwide competitive environment; calls on the Commission to ensure the availability in all EU languages of the Guide on EU funding 2014-2020 for the tourism sector; asks the Commission to present a yearly overview of the Tourism projects ***financed;***

Amendment

10. Calls for the introduction of a direct budgetary line for tourism in the Union budget for 2017, ***as it existed in the past,*** given the importance of this economic activity ***for SMEs and green jobs*** in Europe and the need to further improve its attractiveness and competitiveness in a worldwide competitive environment; calls on the Commission to ensure the availability in all EU languages of the Guide on EU funding 2014-2020 for the tourism sector; asks the Commission to present a yearly overview of the Tourism projects ***co-financed through the different EU funds;***

Or. en

Amendment 69
Matthijs van Miltenburg, Dominique Riquet

Draft opinion
Paragraph 10

Draft opinion

10. ***Calls for the introduction of a direct budgetary line for tourism in the Union budget for 2017, given the importance of this economic activity in Europe and the need to further improve its attractiveness and competitiveness in a worldwide competitive environment;*** calls on the Commission to ensure the availability in all EU languages of the Guide on EU funding 2014-2020 for the tourism sector; asks the Commission to present a yearly overview of the Tourism projects financed;

Amendment

10. Calls on the Commission to ensure the availability in all EU languages of the Guide on EU funding 2014-2020 for the tourism sector; asks the Commission to present a yearly overview of the Tourism projects financed; ***underlines the importance of this economic activity in Europe and the need to further improve its attractiveness and competitiveness in a worldwide competitive environment;***

Or. en

Amendment 70
Notis Marias

Draft opinion
Paragraph 10

Draft opinion

10. Calls for the introduction of a direct budgetary line for tourism in the Union budget for 2017, given the importance of this economic activity in Europe and the need to further improve its attractiveness and ***competitiveness in a worldwide competitive*** environment; calls on the Commission to ensure the availability in all EU languages of the Guide on EU funding 2014-2020 for the tourism sector; asks the Commission to present a yearly overview of the Tourism projects financed;

Amendment

10. Calls for the introduction of a direct budgetary line for tourism in the Union budget for 2017, given the importance of this economic activity in Europe and the need to further improve its attractiveness and ***efficiency in an international*** environment; calls on the Commission to ensure the availability in all EU languages of the Guide on EU funding 2014-2020 for the tourism sector; asks the Commission to present a yearly overview of the Tourism projects financed;

Amendment 71

Maria Grapini

Draft opinion

Paragraph 10 a (new)

Draft opinion

Amendment

10a. Requests that a comprehensive strategy for the tourism industry be drawn up which contains all the necessary aspects of an innovative and competitive tourist sector, such as: sector financing, professional development, accessibility, infrastructure, a visa regime, digitisation and promotion;

Or. ro

Amendment 72

Karima Delli

Draft opinion

Paragraph 11

Draft opinion

Amendment

11. Underlines the importance of rural, mountainous, coastal and remote areas in further development of sustainable tourism in Europe; believes that means should be put in the promotion of those regions as well as in tourist locations not addressed by mass tourism; believes that specific schemes aimed at facilitating access to persons with reduced mobility to tourist facilities in Europe should be developed.

11. Underlines the importance of rural, mountainous, **island**, coastal and remote areas in further development of sustainable tourism in Europe; believes that means should be put in the promotion of **local cultures, biodiversity in** those regions as well as in tourist locations not addressed by mass tourism; believes that specific schemes aimed at **providing barrier-free access by persons with reduced mobility or any other disability** to tourist facilities in Europe should be developed.

Or. en

Amendment 73

Notis Marias

Draft opinion

Paragraph 11

Draft opinion

11. Underlines the importance of rural, mountainous coastal and remote areas in further development of *sustainable* tourism in Europe; believes that means should be put in the promotion of those regions as well as in tourist locations not addressed by *mass* tourism; believes that specific schemes aimed at facilitating access to persons with reduced mobility to tourist facilities in Europe should be developed.

Amendment

11. Underlines the importance of rural, mountainous coastal and remote areas in further development of tourism in Europe; believes that means should be put in the promotion of those regions as well as in tourist locations not addressed by tourism *and especially those that border third countries*; believes that specific schemes aimed at facilitating access to persons with reduced mobility to tourist facilities in Europe should be developed.

Or. el

Amendment 74

Maria Grapini

Draft opinion

Paragraph 11 a (new)

Draft opinion

Amendment

11a. Requests that the neZEH pilot project be continued by setting up a budget line to provide further technical assistance and subsidies for renovation projects for hotels that are aiming to become Nearly Zero Energy Hotels; takes the view that this approach could help Europe remain a world leader in the tourism sector and could also contribute to transforming it into the most ecological destination in the world;

Or. ro

Amendment 75

Pavel Telička, Dominique Riquet, Matthijs van Miltenburg

Draft opinion
Paragraph 11 a (new)

Draft opinion

Amendment

11a. Considers that ensuring security of the transport means and infrastructures is of high priority and that adequate funding must be safeguarded to this purpose.

Or. en

Amendment 76
Maria Grapini

Draft opinion
Paragraph 11 b (new)

Draft opinion

Amendment

11b. Stresses the importance of promoting Europe as a tourist destination and of cross-border routes; takes the view that adequate financing for promoting tourist destinations will increase the number of visitors and, accordingly, tourism's contribution to the Union's GDP.

Or. ro