



2016/2099(INI)

17.10.2016

AMENDMENT

1 - 82

Draft opinion
Bogusław Liberadzki
(PE589.300v01-00)

on annual report on financial activities of the EIB
(2016/2099(INI))

AM_Com_NonLegOpinion

Amendment 1
Isabella De Monte

Draft opinion
Recital A

Draft opinion

A. whereas transport is the largest sector in which the European Investment Bank (EIB) has been active since its foundation, with more than a trillion euros invested in transport projects since 1958;

Amendment

A. whereas transport is the largest sector in which the European Investment Bank (EIB) has been active since its foundation, with more than a trillion euros invested in transport projects since 1958, ***but a great deal of effort still needs to be made; whereas it is hoped, in particular, that the projects will be able to facilitate the completion of the TEN-T global network;***

Or. it

Amendment 2
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Recital A

Draft opinion

A. whereas transport is the largest sector in which the European Investment Bank (EIB) has been active since its foundation, with more than a trillion euros invested in transport projects since 1958;

Amendment

A. whereas transport is the largest sector in which the European Investment Bank (EIB) has been active since its foundation, with more than a trillion euros invested in transport projects since 1958 ***and with the EIB providing funding for projects which will contribute to achieving the EU's objectives both within and beyond its borders;***

Or. pl

Amendment 3
Dominique Riquet, Izaskun Bilbao Barandica, Pavel Telička, Matthijs van

Miltenburg

Draft opinion Recital A

Draft opinion

A. whereas ***transport is the largest sector in which the European Investment Bank (EIB) has been active*** since its foundation, ***with more than a trillion euros invested in transport projects since 1958;***

Amendment

A. whereas, ***with more than a trillion euros invested in the transport sector thanks to the support of the EIB*** since its foundation ***in 1958, this is the sector in which the EIB has been most active.***

Or. fr

Amendment 4 Marie-Christine Arnautu

Draft opinion Recital A

Draft opinion

A. whereas transport is the ***largest*** sector in which the European Investment Bank (EIB) has been active since its foundation, with more than a trillion euros invested in transport projects since 1958;

Amendment

A. whereas transport is the ***most heavily funded*** sector in which the European Investment Bank (EIB) has been active since its foundation, with more than a trillion euros invested in transport projects since 1958;

Or. fr

Amendment 5 Notis Marias

Draft opinion Recital B

Draft opinion

B. whereas decarbonising transport is a major challenge, and significant reductions in CO2 emissions from transport are needed if the EU is to achieve

Amendment

B. whereas decarbonising transport is a major challenge, and significant reductions in CO2 emissions from transport are needed if the EU is to achieve

its long-term climate goals; whereas congestion and air pollution are major problems in developing urban mobility;

its long-term climate goals; whereas congestion and air pollution are major problems in developing urban mobility **and the EU should promote alternative forms of transport and public transport;**

Or. el

Amendment 6
Karima Delli

Draft opinion
Recital B

Draft opinion

B. whereas decarbonising transport is a major challenge, and significant reductions in CO₂ emissions from transport are needed if the EU is to achieve its long-term climate goals; whereas congestion and air pollution are major problems in developing urban mobility;

Amendment

B. whereas decarbonising transport is a major challenge, and significant reductions in CO₂ **and other relevant greenhouse gas (GHG)** emissions from transport are needed if the EU is to achieve its long-term climate goals; whereas congestion, **space use, noise** and air pollution are major problems in developing urban mobility;

Or. en

Amendment 7
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Recital B

Draft opinion

B. whereas **decarbonising** transport is a major challenge, and significant reductions **in CO₂ emissions from transport** are needed **if the EU is to achieve its long-term climate goals;** whereas congestion and air pollution are major problems in developing urban

Amendment

B. whereas **lowering emissions in the transport sector** is a major challenge, and significant reductions are needed; whereas congestion and air pollution are major problems in developing urban mobility;

mobility;

Or. pl

Amendment 8

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

Draft opinion

Recital B

Draft opinion

B. whereas decarbonising transport is a major challenge, and significant reductions in CO2 emissions from transport are needed if the EU is to achieve its long-term climate goals; whereas congestion and air pollution are major problems in developing urban mobility;

Amendment

B. whereas decarbonising transport is a major challenge, and significant reductions in CO2 emissions from transport are needed if the EU is to achieve its long-term climate goals; whereas congestion and air pollution are major problems in developing urban mobility ***and protecting human health;***

Or. fr

Amendment 9

Eleftherios Synadinos

Draft opinion

Recital B

Draft opinion

B. whereas decarbonising transport is a major challenge, and significant reductions in CO2 emissions from transport are needed if the EU is to achieve its long-term climate goals; whereas congestion and air pollution are major problems in developing urban mobility;

Amendment

B. whereas decarbonising transport is a major challenge, and significant reductions in CO2 emissions from transport are needed if the EU is to achieve its long-term climate ***and environmental*** goals; whereas congestion and air pollution are major problems in developing urban mobility;

Or. el

Amendment 10
Isabella De Monte

Draft opinion
Recital B

Draft opinion

B. whereas decarbonising transport is a major challenge, and significant reductions in CO2 emissions from transport are needed if the EU is to achieve its long-term climate goals; whereas congestion and air pollution are major problems in developing **urban** mobility;

Amendment

B. whereas decarbonising transport is a major challenge, and significant reductions in CO2 emissions from transport are needed if the EU is to achieve its long-term climate goals; whereas congestion and air **and sea** pollution are major problems in developing **all forms of** mobility;

Or. it

Amendment 11
Marie-Christine Arnautu

Draft opinion
Recital B

Draft opinion

B. whereas decarbonising transport is a major challenge, and significant reductions in CO2 emissions from transport are needed if the EU is to achieve its long-term climate goals; whereas congestion and air pollution are major problems **in developing urban mobility**;

Amendment

B. whereas decarbonising transport is a major challenge, and significant reductions in CO2 emissions from transport are needed if the EU is to achieve its long-term climate goals; whereas congestion and air pollution are major **public health** problems;

Or. fr

Amendment 12
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Recital C

Draft opinion

C. whereas in 2015 the EIB invested EUR 14 billion in transport projects that will benefit 338 million passengers per year and save 65 million travel hours per year;

Amendment

C. whereas in 2015 the EIB invested EUR 14 billion in transport projects that will benefit 338 million passengers per year and save 65 million travel hours per year, ***and whereas since 1993 the EIB has been increasing the amount of TEN-T lending through financial instruments;***

Or. pl

Amendment 13
Notis Marias

Draft opinion
Recital C

Draft opinion

C. whereas in 2015 the EIB invested EUR 14 billion in transport projects that ***will*** benefit 338 million passengers per year and save 65 million travel hours per year;

Amendment

C. whereas in 2015 the EIB invested EUR 14 billion in transport projects that ***are expected to*** benefit 338 million passengers per year and save 65 million travel hours per year;

Or. el

Amendment 14
Marie-Christine Arnautu

Draft opinion
Recital C

Draft opinion

C. whereas in 2015 the EIB invested EUR 14 billion in transport projects that will benefit 338 million passengers per year and save 65 million travel hours per year;

Amendment

C. whereas in 2015 the EIB invested EUR 14 billion in transport projects that will benefit 338 million passengers per year and ***that should make it possible to*** save 65 million travel hours per year;

Amendment 15
Roberts Zile

Draft opinion
Paragraph 1

Draft opinion

1. *Welcomes* Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; *underlines*, however, *that it should not lead to a reduction in well-functioning sources of transport infrastructure funding*;

Amendment

1. *Notes* Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion. *Stresses*, however, *the subpar functioning of EFSI as during the first year of operations 92 per cent of all investment has concentrated in EU-15 countries whilst only 8 per cent has reached the EU-13 countries and that to date 10 Member States, mostly in Central and Eastern Europe, had operations only under the SME Window (SMEW) of EFSI*,^{1a}

^{1a} *EIB independent evaluation report "Evaluation of the functioning of the European Fund for Strategic Investments"*
(<http://www.eib.org/infocentre/publications/all/evaluation-of-the-functioning-of-the-efsi.htm>)

Amendment 16
Dominique Riquet, Pavel Telička, Matthijs van Miltenburg, Izaskun Bilbao Barandica

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes Commission President **Juncker's plan to** increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in **well-functioning** sources of transport infrastructure **funding**;

Amendment

1. Welcomes **the plan to review the Regulation on the European Fund for Strategic Investments announced by Commission President Juncker, which aims** to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion **until 2022**; underlines, however, that it should not lead to a reduction in **effective** sources **that are indispensable to the appropriate funding** of transport infrastructure, **such as subsidies under the Connecting Europe Facility**.

Or. fr

Amendment 17
Isabella De Monte

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;

Amendment

1. Welcomes Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding; **hopes, in particular, that the funding removed from instruments such as the Connecting Europe Facility to the benefit of the European Investment Fund will be restored**;

Or. it

Amendment 18
Eleftherios Synadinos

Draft opinion
Paragraph 1

Draft opinion

1. **Welcomes** Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;

Amendment

1. **Is concerned at** Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion, **although this plan has not proved sufficient to solve the problems of entrepreneurship, especially in economically weak countries**; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure **and services** funding;

Or. el

Amendment 19
Patricija Šulin

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;

Amendment

1. Welcomes Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in **the number and amount of** well-functioning sources of transport infrastructure funding; **stresses the need to complete the TEN-T core network by 2030**;

Or. sl

Amendment 20
Beatrix von Storch

Draft opinion
Paragraph 1

Draft opinion

1. **Welcomes** Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; ***underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;***

Amendment

1. **Deplores** Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion;

Or. en

Amendment 21
Csaba Molnár

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;

Amendment

1. Welcomes Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding ***and highlight the importance of balanced allocation of funds between regions;***

Or. en

Amendment 22
Notis Marias

Draft opinion
Paragraph 1

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Draft opinion

1. **Welcomes Commission President Juncker's plan** to increase **the capacity of** the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;

Amendment

1. **Expresses the need** to increase the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;

Or. el

Amendment 23
Karima Delli

Draft opinion
Paragraph 1

Draft opinion

1. **Welcomes** Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;

Amendment

1. **Takes note of** Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of **sustainable** transport infrastructure funding;

Or. en

Amendment 24
Marie-Christine Arnautu

Draft opinion
Paragraph 1

Draft opinion

1. **Welcomes** Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines,

Amendment

1. **Notes that** Commission President Juncker's plan **aims** to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion;

however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;

underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;

Or. fr

Amendment 25
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Paragraph 1

Draft opinion

1. *Welcomes* Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;

Amendment

1. *Notes the adoption of* Commission President Juncker's plan to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion; underlines, however, that it should not lead to a reduction in well-functioning sources of transport infrastructure funding;

Or. pl

Amendment 26
Roberts Zīle

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Believes that as only 8 per cent of EFSI investment to date has reached the EU-13 countries, the current functioning of EFSI is contrary to the Fund's Regulation which states that EFSI should contribute to strengthening of the Union's economic, social and territorial cohesion. Further believes that the concentration of capital in the EU-15 countries and underserving of EU-13 countries widens social and economic disparities between

the EU's Western and Eastern regions; notes that such disparities are fuelling brain drain and emigration of youth from the EU's poorer Member States towards the Western EU countries which, in turn, puts extra pressure on the former countries' social safety nets; further notes the growing discontent in Western EU countries to changes in their labour market structures, caused by immigration from the EU's poorer Member States, which often results in Western EU countries' governments adopting changes to their social legislation which are de-facto discriminatory in their nature;

Or. en

Amendment 27
Roberts Zile

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1b. Notes that many Eastern EU countries still lack major transport infrastructure and thus full integration within the EU Single Market. Thus believes that EFSI has so far been largely unhelpful in facilitating the Eastern EU countries' full integration within the Single Market;

Or. en

Amendment 28
Merja Kyllönen

Draft opinion
Paragraph 2

Draft opinion

2. Encourages the EIB to continue to support sustainable, *safe, climate-friendly* and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links;

Amendment

2. Encourages the EIB to continue to support sustainable, *climate-friendly, safe* and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links; *stresses the need to reform the principles of funding so that it is possible to target the promotion not only of infrastructure but also of progressive transport services and environment-friendly means of propulsion, which in turn will alleviate the capacity problems of the transport system and reduce damage to the environment;*

Or. fi

Amendment 29

Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion

Paragraph 2

Draft opinion

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links;

Amendment

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links, *and to connect secondary and tertiary nodes to TEN-T infrastructure, including multimodal nodes;*

Or. pl

Amendment 30
Karima Delli

Draft opinion
Paragraph 2

Draft opinion

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links;

Amendment

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links ***and particularly the cross-border regional abandoned or dismantled rail connections***;

Or. en

Amendment 31
Isabella De Monte

Draft opinion
Paragraph 2

Draft opinion

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links;

Amendment

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport, ***in addition to transport for passengers with reduced mobility***; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links;

Or. it

Amendment 32
Ivan Jakovčić, Jozo Radoš

Draft opinion
Paragraph 2

Draft opinion

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links;

Amendment

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links, ***and not only the TEN-T corridor***;

Or. hr

Amendment 33
Eleftherios Synadinos

Draft opinion
Paragraph 2

Draft opinion

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links;

Amendment

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly, ***technologically advanced*** and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links;

Or. el

Amendment 34
Beatrix von Storch

Draft opinion
Paragraph 2

Draft opinion

2. Encourages the EIB to continue to support ***sustainable, safe, climate-friendly and*** innovative transport; underlines that it

Amendment

2. Encourages the EIB to continue to support innovative transport; underlines that it is the European Parliament's priority

is the European Parliament's priority to provide *sufficient* funding for projects with European added value, including the cross-border transport links;

to provide *appropriate* funding for projects with European added value, including the cross-border transport links;

Or. en

Amendment 35
Marie-Christine Arnautu

Draft opinion
Paragraph 2

Draft opinion

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value, *including the cross-border transport links*;

Amendment

2. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport; underlines that it is the European Parliament's priority to provide sufficient funding for projects with European added value *for the benefit of all citizens of the Member States*;

Or. fr

Amendment 36
Notis Marias

Draft opinion
Paragraph 2

Draft opinion

2. *Encourages* the EIB *to continue* to support sustainable, safe, climate-friendly and innovative transport; underlines that it *is* the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links;

Amendment

2. *Calls on* the EIB to support sustainable, safe, climate-friendly and innovative transport; underlines that it *must be* the European Parliament's priority to provide sufficient funding for projects with European added value, including the cross-border transport links;

Or. el

Amendment 37

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

Draft opinion

Paragraph 2

Draft opinion

2. Encourages the EIB to continue to support sustainable, safe, ***climate-friendly*** and innovative transport; underlines that it is the European ***Parliament's*** priority to ***provide*** sufficient funding for projects with European added value, including the cross-border transport links;

Amendment

2. Encourages the EIB to continue to support sustainable, safe and innovative transport; underlines that it is the European ***Union's*** priority to ***ensure*** sufficient funding for projects with European added value, including the cross-border transport links;

Or. fr

Amendment 38

Patricija Šulin

Draft opinion

Paragraph 2 a (new)

Draft opinion

Amendment

2a. Calls on the EIB, in its financing of transport projects, to take into account and seek synergies with tourism in order to promote its development and competitiveness in the EU;

Or. sl

Amendment 39

Notis Marias

Draft opinion

Paragraph 3

Draft opinion

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal infrastructure solutions such as short multimodal tunnels or bridges in sparsely populated areas or local communities;

Amendment

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal infrastructure solutions such as short multimodal tunnels or bridges in sparsely populated areas or local communities; ***at the same time, infrastructure in the road transport sector should be strengthened in order to reduce road accidents;***

Or. el

Amendment 40
Csaba Molnár

Draft opinion
Paragraph 3

Draft opinion

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal infrastructure solutions such as short multimodal tunnels or bridges in sparsely populated areas or local communities;

Amendment

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal infrastructure solutions such as short multimodal tunnels or bridges in sparsely populated areas or local communities; ***believes that the EIB investments should contribute decreasing unemployment and better life quality of EU citizens;***

Or. en

Amendment 41
Dominique Riquet, Pavel Telička, Matthijs van Miltenburg, Izaskun Bilbao

Barandica

**Draft opinion
Paragraph 3**

Draft opinion

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal *infrastructure* solutions *such as short multimodal tunnels or bridges in sparsely populated areas or local communities*;

Amendment

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal solutions.

Or. fr

**Amendment 42
Merja Kyllönen**

**Draft opinion
Paragraph 3**

Draft opinion

3. Believes that an innovative and effective economy needs advanced infrastructure and that *transport infrastructure* should be among the priorities, with a special focus on innovative multimodal *infrastructure* solutions *such as short multimodal tunnels or bridges in sparsely populated areas or local communities*;

Amendment

3. Believes that an innovative and effective economy needs *an* advanced *transport system and* infrastructure and that *these* should be among the priorities, with a special focus on innovative multimodal *transport* solutions; *stresses the need to develop project evaluation procedures so as to ensure that funding targets projects which will improve readiness to meet environmental and climate objectives*;

Or. fi

**Amendment 43
Karima Delli**

PE592.188v01-00

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Draft opinion
Paragraph 3

Draft opinion

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal infrastructure solutions such as short multimodal tunnels *or bridges* in sparsely populated areas or local communities;

Amendment

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal infrastructure solutions such as *a strong switch towards short multimodal tunnels, bridges or ferries* in sparsely populated areas or local communities;

Or. en

Amendment 44
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Paragraph 3

Draft opinion

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal infrastructure solutions such as short multimodal tunnels or bridges in sparsely populated areas or local communities;

Amendment

3. Believes that an innovative and effective economy needs advanced, *modern and high-quality* infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal infrastructure solutions such as short multimodal tunnels or bridges in sparsely populated areas or local communities;

Or. pl

Amendment 45
Roberts Zile

Draft opinion
Paragraph 3

Draft opinion

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal infrastructure solutions such as short multimodal tunnels or bridges in sparsely populated areas or local communities;

Amendment

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on ***EU's Eastern regions as well as*** innovative multimodal infrastructure solutions such as short multimodal tunnels or bridges in sparsely populated areas or local communities;

Or. en

Amendment 46
Eleftherios Synadinos

Draft opinion
Paragraph 3

Draft opinion

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal infrastructure solutions such as short multimodal tunnels or bridges in sparsely populated areas or local communities;

Amendment

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative multimodal infrastructure solutions such as short multimodal ***and multi-operable*** tunnels or bridges in sparsely populated areas or local communities;

Or. el

Amendment 47
Marie-Christine Arnautu

Draft opinion
Paragraph 3

Draft opinion

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative *multimodal* infrastructure solutions such as short multimodal tunnels or bridges in sparsely populated areas or local communities;

Amendment

3. Believes that an innovative and effective economy needs advanced infrastructure and that transport infrastructure should be among the priorities, with a special focus on innovative infrastructure solutions such as short multimodal tunnels or bridges in sparsely populated areas or local communities;

Or. fr

Amendment 48

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

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. Underlines the need for European investment policy to pay more attention to horizontal issues, particularly as regards future means of transport, which will require the simultaneous and coherent development of alternative energy and telecommunications networks.

Or. fr

Amendment 49

Marie-Christine Arnautu

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. *Believes that the EIB must be more reserved about taking part in the funding of colossal and dubious transport infrastructure projects, such as the Lyon-Turin railway, and should instead concentrate on the funding of infrastructure that is more modest, more useful and much less costly;*

Or. fr

Amendment 50
Csaba Molnár

Draft opinion
Paragraph 4

Draft opinion

4. Underlines the importance of geographical balance in investments with EIB involvement, and expects the EIB and the Commission to deliver appropriate technical and administrative assistance to project preparation in countries that need it;

Amendment

4. *Regrets that according to the EIB's report the EFSI, the European Commission's flagship investment scheme favoured mainly the richest 15 member states; therefore* underlines the importance of geographical balance in investments with EIB involvement, and expects the EIB and the Commission to deliver appropriate technical and administrative assistance to project preparation in countries that need it;

Or. en

Amendment 51
Tomasz Piotr Poreba, Kosma Złotowski

Draft opinion
Paragraph 4

PE592.188v01-00

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Draft opinion

4. *Underlines* the importance of geographical balance in investments with EIB involvement, and expects the EIB and the Commission to deliver appropriate technical and administrative assistance to project preparation in countries that need it;

Amendment

4. ***Highlights the large disparity between the number of investment projects financed in western and eastern EU countries, and therefore underlines*** the importance of geographical balance in investments with EIB involvement, and expects the EIB and the Commission to deliver appropriate technical and administrative assistance to project preparation in countries that need it;

Or. pl

Amendment 52
Notis Marias

Draft opinion
Paragraph 4

Draft opinion

4. Underlines the importance of geographical balance in investments with EIB involvement, and expects the EIB and the Commission to deliver appropriate technical and administrative assistance to project preparation in countries that need it;

Amendment

4. Underlines the importance of geographical balance in investments with EIB involvement, and expects the EIB and the Commission to deliver appropriate technical and administrative assistance to project preparation in countries ***in southern Europe, such as Greece, Spain, Portugal and Italy etc.*** that need it;

Or. el

Amendment 53
Ivan Jakovčić, Jozo Radoš

Draft opinion
Paragraph 4

Draft opinion

4. Underlines the importance of

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Amendment

4. Underlines the importance of

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geographical balance in investments with EIB involvement, and expects the EIB and the Commission to deliver appropriate technical and administrative assistance to project preparation in countries that need it;

geographical balance in investments with EIB involvement, and expects the EIB and the Commission to deliver appropriate technical and administrative assistance to project preparation in countries that need it; ***stresses the importance of including local and regional authorities in this process;***

Or. hr

Amendment 54

Dominique Riquet, Matthijs van Miltenburg, Izaskun Bilbao Barandica

Draft opinion

Paragraph 4

Draft opinion

4. Underlines the importance of ***geographical balance in*** investments with EIB involvement, and expects the EIB and the Commission to deliver appropriate technical and administrative assistance to project preparation in countries that need it;

Amendment

4. Underlines the importance of ***a distribution of*** investments with EIB involvement ***that is balanced in proportion to the Member States' GDP***, and expects the EIB and the Commission to deliver appropriate technical and administrative assistance to project preparation in countries that need it;

Or. fr

Amendment 55

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

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4a. Underlines the need for greater consistency between the projects supported by the EIB under EFSI and the projects that meet European priorities

(European added value).

Or. fr

Amendment 56
Roberts Zile

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Considers that in order to ensure more equal geographical balance and geographical diversification of investments as well as to reach the currently underserved EU-13 countries, a set of specific conditions and criteria that reflect the EU transport policy priorities and goals shall be established for transport infrastructure projects; also blending of CEF grants with EFSI financial instruments shall be facilitated as a way to leverage additional funding; notes that within the context of EFSI, many for-profit transport infrastructure projects are contrary to the EU's Transport policy objectives to shift transport to more environmental friendly modes; believes that the above situation can only be changed if the share of certain transport mode projects is limited - - e.g. by limiting road transport project development to only countries eligible for funding from the Cohesion Fund as well as to cross-border projects;

Or. en

Amendment 57
Patricija Šulin

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Stresses the need to ensure good coordination between the relevant actors, such as exists between the EIB, the Commission and the Member States, in the use of various sources of funding;

Or. sl

Amendment 58
Beatrix von Storch

Draft opinion
Paragraph 5

Draft opinion

Amendment

5. Calls on the Commission to develop new common EU regulations on the use of innovative financial instruments such as public-private partnerships or project bonds;

deleted

Or. en

Amendment 59
Roberts Zile

Draft opinion
Paragraph 5

Draft opinion

Amendment

5. Calls on the Commission to develop new common EU regulations on the use of innovative financial instruments such as public-private partnerships or project bonds;

5. Warns against the trend whereby investment funds based on public-private partnerships are replacing the EU's conventional funding mechanisms and within the context of EFSI are partly funded using money that has previously been earmarked for other purposes; Notes

that as EFSI has thus far been incapable of contributing towards the EU's economic, social and territorial cohesion, the EU's structural funds are still the main funds capable of serving the EU's cohesion policy aims;

Or. en

Amendment 60
Karima Delli

Draft opinion
Paragraph 5

Draft opinion

5. Calls on the Commission to develop new common EU regulations on the use of innovative financial instruments such as public-private partnerships or project bonds;

Amendment

5. Calls on the Commission to develop new common EU regulations on the use of innovative financial instruments such as public-private partnerships or project bonds, *without socialising the losses and privatising the profits;*

Or. en

Amendment 61
Notis Marias

Draft opinion
Paragraph 5

Draft opinion

5. Calls on the Commission to develop new common EU regulations on the use of innovative financial instruments such as *public-private partnerships or* project bonds;

Amendment

5. Calls on the Commission to develop new common EU regulations on the use of innovative financial instruments such as project bonds;

Or. el

Amendment 62

Dominique Riquet, Pavel Telička, Matthijs van Miltenburg

Draft opinion

Paragraph 5

Draft opinion

5. *Calls on* the Commission *to develop new common EU regulations on* the use of innovative financial instruments such as *public-private partnerships or* project bonds;

Amendment

5. *Supports* the Commission *in its attempt to revise the current Financial Regulation, and in particular its provisions concerning* the use of innovative financial instruments such as project bonds;

Or. fr

Amendment 63

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

Draft opinion

Paragraph 6

Draft opinion

6. Stresses the importance in combating climate change of the goals set by COP 21 with regard to transport; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power for transport;

Amendment

6. Stresses the importance in combating climate change of the goals set by COP 21 with regard to *road, rail and inland waterway* transport; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power for transport; *proposes, to this end, increasing the capacities of financing tools that are specialised for this purpose, such as the European Clean Transport Facility (ECTF)*;

Or. fr

Amendment 64
Csaba Molnár

Draft opinion
Paragraph 6

Draft opinion

6. Stresses the importance in combating climate change of the goals set by COP 21 with regard to transport; ***underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport;*** insists also that attention should be paid to investment in clean power for transport;

Amendment

6. Stresses the importance in combating climate change of the goals set by COP 21 with regard to transport; insists also that attention should be paid to investment in clean power for transport;

Or. en

Amendment 65
Ivan Jakovčić, Jozo Radoš

Draft opinion
Paragraph 6

Draft opinion

6. Stresses the importance in combating climate change of the goals set by COP 21 with regard to transport; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power for transport;

Amendment

6. Stresses the importance in combating climate change of the goals set by COP 21 with regard to transport; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power for transport; ***emphasises the use of sea corridors;***

Or. hr

Amendment 66
Eleftherios Synadinos

Draft opinion
Paragraph 6

Draft opinion

6. Stresses the importance in combating climate change of the goals set by COP 21 with regard to transport; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power for transport;

Amendment

6. Stresses the importance in combating climate change ***and protecting biodiversity*** of the goals set by COP 21 with regard to transport; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power for transport;

Or. el

Amendment 67
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Paragraph 6

Draft opinion

6. ***Stresses the importance in combating climate change of the goals set by COP 21 with regard to transport;*** underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power for transport;

Amendment

6. ***Notes the conclusions*** of the COP 21 ***summit***; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power for transport;

Or. pl

Amendment 68
Merja Kyllönen

Draft opinion
Paragraph 6

Draft opinion

6. Stresses the importance in combating climate change of the goals set by COP 21 with regard to transport; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power for transport;

Amendment

6. Stresses the importance in combating climate change of the goals set by COP 21 with regard to transport; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power *and modern services* for transport;

Or. fi

Amendment 69
Marie-Christine Arnautu

Draft opinion
Paragraph 6

Draft opinion

6. ***Stresses the importance in combating climate change of*** the goals set by COP 21 with regard to transport; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power for transport;

Amendment

6. ***Recalls*** the goals set by COP 21 with regard to transport; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power for transport;

Or. fr

Amendment 70
Karima Delli

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6a. *Emphasises that investments should be based on minimising external costs, including those caused by climate change, and thus reducing the challenges for public budgets of the future;*

Or. en

Amendment 71

Ivan Jakovčić, Jozo Radoš

Draft opinion

Paragraph 7

Draft opinion

7. Calls on the Commission and the EIB to support investment in sustainable urban mobility in order to reduce the air pollution and congestion in European cities;

Amendment

7. Calls on the Commission and the EIB to support investment in sustainable urban mobility in order to reduce the air pollution and congestion in European cities; ***calls, in this sense, on the local and regional authorities to develop urban and interurban mobility;***

Or. hr

Amendment 72

Karima Delli

Draft opinion

Paragraph 7

Draft opinion

7. Calls on the Commission and the EIB to support investment in sustainable urban mobility ***in order to reduce the air pollution and congestion in European cities;***

Amendment

7. Calls on the Commission and the EIB to support investment in sustainable urban mobility, ***ideally based sustainable urban mobility plans (SUMP) with proper criteria on reducing congestion, climate change, air pollution, noise and road accidents;***

Amendment 73
Notis Marias

Draft opinion
Paragraph 7

Draft opinion

7. *Calls on* the Commission and the EIB to support investment in sustainable urban mobility in order to reduce the air pollution and congestion in European cities;

Amendment

7. *Urges* the Commission and the EIB to support investment in sustainable urban mobility in order to reduce the air pollution and congestion in European cities;

Or. el

Amendment 74
Marie-Christine Arnautu

Draft opinion
Paragraph 7

Draft opinion

7. Calls on the Commission and the EIB to support investment *in sustainable* urban mobility in order to reduce the air pollution and congestion in European cities;

Amendment

7. Calls on the Commission and the EIB to support investment *aimed at less-polluting* urban mobility in order to reduce the air pollution and congestion in European cities;

Or. fr

Amendment 75
Beatrix von Storch

Draft opinion
Paragraph 7

Draft opinion

7. Calls on the **Commission and the EIB** to support investment in **sustainable** urban mobility in order to **reduce the air pollution and** congestion in European cities;

Amendment

7. Calls on the EIB to support investment in urban mobility in order to **improve mobility and reduce** congestion in European cities;

Or. en

Amendment 76

Roberts Zile

Draft opinion

Paragraph 7 a (new)

Draft opinion

7a. Notes that in order to reduce the burden imposed on taxpayers and the public finances in general for the construction and maintenance of infrastructure, public-private partnership type transport infrastructure projects should generally be based on user-pays principle;

Amendment

Or. en

Amendment 77

Roberts Zile

Draft opinion

Paragraph 8

Draft opinion

8. Notes that the EIB uses a wide range of products, such as loans, guarantees, project bonds and public-private partnerships to support public and private investment in transport; stresses that it is important to coordinate various

Amendment

8. Notes that the EIB uses a wide range of products, such as loans, guarantees, project bonds and public-private partnerships to support public and private investment in transport; stresses that it is important to coordinate various

types of EU funding in order to ensure that EU transport policy objectives are met.

types of EU funding ***and not to promote PPP type Funds at the expense of Structural Funds*** in order to ensure that EU transport policy objectives are met ***across all of the EU;***

Or. en

Amendment 78
Patricija Šulin

Draft opinion
Paragraph 8

Draft opinion

8. Notes that the EIB uses a wide range of products, such as loans, guarantees, project bonds and public-private partnerships to support public and private investment in transport; stresses that it is important to coordinate various types of EU funding in order to ensure that EU transport policy objectives are met.

Amendment

8. Notes that the EIB uses a wide range of products, such as loans, guarantees, project bonds and public-private partnerships to support public and private investment in transport; stresses that it is important to coordinate various types of EU funding in order to ensure that EU transport policy objectives are met ***in the most effective way possible.***

Or. sl

Amendment 79
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Paragraph 8

Draft opinion

8. Notes that the EIB uses a wide range of ***products***, such as loans, guarantees, project bonds and public-private partnerships to support public and private investment in transport; stresses that it is important to coordinate various types of EU funding in order to ensure that EU transport policy objectives are met.

Amendment

8. Notes that the EIB uses a wide range of ***financial instruments***, such as loans, guarantees, project bonds and public-private partnerships to support public and private investment in transport; stresses that it is important to coordinate various types of EU funding in order to ensure that EU transport policy objectives are met.

Amendment 80
Notis Marias

Draft opinion
Paragraph 8

Draft opinion

8. Notes that the EIB uses a wide range of products, such as loans, guarantees, project bonds and public-private partnerships to support public and private investment in transport; stresses that it is important to *coordinate* various types of EU funding in order to ensure that EU transport policy objectives are met.

Amendment

8. Notes that the EIB uses a wide range of products, such as loans, guarantees, project bonds and public-private partnerships to support public and private investment in transport; stresses that it is important to *increase* various types of EU funding in order to ensure that EU transport policy objectives are met.

Amendment 81
Dominique Riquet, Pavel Telička, Matthijs van Miltenburg, Izaskun Bilbao Barandica

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. Underlines the importance of optimising the Union's investment policies by harmonising the various investment support tools (EFSD, ESIFs, CEF, project bonds, the various funds, etc.); calls for a coordination structure to be set up between the EIB and the Commission in order to optimise the joint use of these various tools on a project-by-project basis so that loans, subsidies and guarantee mechanisms can be mixed for the same project under the best possible conditions.

Amendment 82
Karima Delli

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. Believes that transparency and access for citizens to information on the financing plans and structures are essential for a good basis of resonance and acceptance of the projects by the citizens;

Or. en