



2017/2285(INI)

1.3.2018

AMENDMENTS

1 - 54

Draft opinion

Kosma Zlotowski

Cohesion Policy and thematic objective ‘promoting sustainable transport and removing bottlenecks in key network infrastructures’ - Article 9(7) of the Common Provisions Regulation
(2017/2285(INI))

AM_Com_NonLegOpinion

Amendment 1

João Pimenta Lopes

on behalf of the GUE/NGL Group

Draft opinion

Recital A a (new)

Draft opinion

Amendment

Aa. whereas the transport sector and the infrastructure for that sector are central and essential to the development of any country;

Or. pt

Amendment 2

João Pimenta Lopes

on behalf of the GUE/NGL Group

Draft opinion

Recital A b (new)

Draft opinion

Amendment

Ab. whereas cohesion policies need to be stepped up to reverse the growing differences between Member States, including by increasing the budget of the European Union;

Or. pt

Amendment 3

João Pimenta Lopes

on behalf of the GUE/NGL Group

Draft opinion

Recital A c (new)

Draft opinion

Amendment

Ac. whereas cohesion policies have been thwarted as a result of the

consolidation of the policies to implement the single market strategy, in their varying sectoral approaches, particularly in the transport sector; whereas the consolidation of the single market contributed to the worsening of public services and to increased privatisation and sectoral concentration, particularly with regard to transport and infrastructure; whereas TEN-T integrates that strategy and pursues those objectives;

Or. pt

Amendment 4

João Pimenta Lopes

on behalf of the GUE/NGL Group

Draft opinion

Recital B

Draft opinion

B. whereas the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) provide support for the development of *the TEN-T network and of regional and local transport infrastructure not located on the TEN-T*, in particular in less developed Member States and regions where considerable effort is still needed to close missing links, remove bottlenecks and modernise rolling stock;

Amendment

B. whereas the Cohesion Fund (CF) and the European Regional Development Fund (ERDF) *should* provide support for the development *policies of each Member State, particularly with regard to* regional and local transport infrastructure not located on the TEN-T, in particular in less developed Member States and regions where considerable effort is still needed to close missing links, remove bottlenecks and modernise rolling stock; *whereas those funds should contribute to the development of infrastructure in line with the strategic guidelines of each Member State, and whereas the definition of supranational needs should be set by the Member States working together and should fully conform to the needs and policies set by each Member State; whereas those funds may not be conditional on the Member States' policy choices for the sector;*

Amendment 5
Enrico Gasbarra

Draft opinion
Recital C

Draft opinion

C. whereas the transport sector remains a key investment area contributing to growth and competitiveness through strengthening the economic potential of all EU regions, by supporting the internal market and thereby facilitating *economic and social* cohesion;

Amendment

C. whereas the transport sector remains a key investment area contributing to growth and competitiveness through strengthening the economic potential of all EU regions, by supporting the internal market and thereby facilitating cohesion, *integration and social and economic inclusion, countering imbalances between regions, facilitating access to services and training in the most remote regions currently at risk of depopulation, and strengthening business start-up and development networks;*

Or. it

Amendment 6
Rolandas Paksas

Draft opinion
Recital C a (new)

Draft opinion

Ca. whereas the development of the Core Network Corridors includes, as integral part, components such as alternative fuels infrastructure (charging equipment), intelligent and innovative transport systems and it plays an indispensable role as enabler for the decarbonisation of the transport system as a whole;

Amendment

Or. en

Amendment 7

João Pimenta Lopes

on behalf of the GUE/NGL Group

Draft opinion

Recital C a (new)

Draft opinion

Amendment

Ca. whereas, in the context of national policies, the transport sector should be a key investment area, contributing to growth and development by boosting the economic potential of every EU region, thus furthering economic and social cohesion;

Or. pt

Amendment 8

Marian-Jean Marinescu

Draft opinion

Recital D

Draft opinion

Amendment

D. whereas around EUR 70 billion in EU co-funding from the ESIF have been programmed for the period 2014-2020 through the CF and the ERDF, with EUR 34 billion allocated to TEN-T infrastructure and EUR 36 billion to transport projects connecting or complementing TEN-T projects, including investments in clean transport, alternative fuels, sustainable urban mobility, smart transport, and cycling and walking projects;

D. Whereas around EUR 24 billion have been allocated under 2014-2020 financing period through the CEF, especially for rail projects.

Or. en

Amendment 9

João Pimenta Lopes

on behalf of the GUE/NGL Group

Draft opinion

Recital D

Draft opinion

D. whereas around EUR 70 billion in EU co-funding from the ESIF have been programmed for the period 2014-2020 through the CF and the ERDF, with EUR 34 billion allocated to TEN-T infrastructure and EUR 36 billion to transport projects connecting or complementing TEN-T projects, including investments in clean transport, alternative fuels, sustainable urban mobility, smart transport, and cycling and walking projects;

Amendment

D. whereas around EUR 70 billion in EU co-funding from the ESIF have been programmed for the period 2014-2020 through the CF and the ERDF, with EUR 34 billion allocated to TEN-T infrastructure and EUR 36 billion to transport projects connecting or complementing TEN-T projects, including investments in clean transport, alternative fuels, sustainable urban mobility, smart transport, and cycling and walking projects; ***whereas that investment is key to the economic development and well-being of the Member States' populations;***

Or. pt

Amendment 10

Matthijs van Miltenburg, Pavel Telička, Dominique Riquet

Draft opinion

Recital D a (new)

Draft opinion

Amendment

Da. whereas the total budget for Connecting Europe Facility (CEF) Transport is 24.05 billion Euros for the period 2014-2020, of which 11.305 billion is made available specifically for projects located within the territories of Member States that are eligible for the Cohesion Fund;

Or. en

Amendment 11

Rolandas Paksas

Draft opinion
Recital D a (new)

Draft opinion

Amendment

Da. whereas sustainable investment plays a critical role in not only tackling capacity constraints and deteriorating infrastructure, but also in providing long-term maintenance;

Or. en

Amendment 12
Marian-Jean Marinescu

Draft opinion
Recital E

Draft opinion

Amendment

E. whereas ***Member States face the common challenge of financing transport infrastructure with a very tight budget and creating a network that better integrates and connects the different transport modes;***

E. whereas ***most of the EU funds allocated for transport are managed inside EC by other DGs than DG Move and this is not in favour of a harmonized approach in completion of TEN-T.***

Or. en

Amendment 13
Matthijs van Miltenburg, Pavel Telička, Dominique Riquet

Draft opinion
Recital E

Draft opinion

Amendment

E. whereas Member States face the common challenge of financing transport infrastructure with a ***very*** tight budget and creating a network that better integrates and connects the different transport modes;

E. whereas Member States face the common challenge of financing transport infrastructure with a tight budget and creating a network that better integrates and connects the different transport modes;

Amendment 14
Maria Grapini

Draft opinion
Recital E

Draft opinion

E. whereas Member States face the common challenge of financing transport infrastructure with a very tight budget and creating a network that better integrates and connects the different transport modes;

Amendment

E. whereas Member States face the common challenge of financing transport infrastructure with a very tight budget and creating a network that better integrates and connects the different transport modes, *as well as ensuring efficient transport services and passenger safety;*

Or. ro

Amendment 15
Marian-Jean Marinescu

Draft opinion
Recital E a (new)

Draft opinion

Amendment

Ea. whereas all Member States were obliged by the Regulations and the Partnership agreements completed with the EC to present till the end of 2016 transport strategies till 2030.

Or. en

Amendment 16
João Pimenta Lopes
on behalf of the GUE/NGL Group

Draft opinion
Paragraph 1

Draft opinion

Amendment

1. *Notes the still limited progress made in the completion of the strategic TEN-T networks through projects planned under the ERDF and the CF, with a very low rate of project selection; invites the Commission to investigate how present limitations in implementation could be overcome;*

1. *Believes that the consolidation of a supranational strategy must be based on and conform to the strategic needs and guidelines of each Member State, following an approach that revolves around sectoral public policies and the provision of public services; believes that cohesion funds should be stepped up, with a view, in particular, to carrying out projects planned under the ERDF and the CF; invites the Commission to present proposals which make it possible to overcome limitations in implementation;*

Or. pt

Amendment 17

Matthijs van Miltenburg, Pavel Telička, Dominique Riquet

Draft opinion

Paragraph 1

Draft opinion

1. Notes *the* still *limited* progress made in the completion of the strategic TEN-T networks through projects planned under the ERDF and the CF, *with a very low rate of project selection*; invites the Commission to investigate how present limitations in implementation could be overcome;

Amendment

1. Notes *that* still progress *is to be* made in the completion of the strategic TEN-T networks through projects planned under the ERDF and the CF; invites the Commission to investigate how present limitations in implementation could be overcome;

Or. en

Amendment 18

Andor Deli

Draft opinion

Paragraph 1

Draft opinion

1. Notes the still limited progress

Amendment

1. Notes the still limited progress

made in the completion of the strategic TEN-T networks through projects planned under the ERDF and the CF, with a very low rate of project selection; invites the Commission to investigate how present limitations in implementation could be overcome;

made in the completion of the strategic TEN-T networks through projects planned under the ERDF and the CF, with a very low rate of project selection; ***regrets the delayed implementation of the current programming period which has had a significant negative impact on the railway transport investments***, invites ***therefore*** the Commission to investigate how present limitations in implementation could be overcome;

Or. en

Amendment 19
Maria Grapini

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Calls on the Commission to propose ways of increasing the project selection rate;

Or. ro

Amendment 20
Marian-Jean Marinescu

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Calls on the Commission to make available a TEN-T map including the projects completed or under implementation during 2007 – 2013 financial period together with connected relevant information (timing for project approval, implementation period, costs, economic efficiency etc.);

Amendment 21
João Pimenta Lopes
on behalf of the GUE/NGL Group

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Deplores the countless constraints imposed by the European Union on the Member States, particularly through the privatisation of infrastructure and transport operators, which lead to the deterioration of services and an increase in costs for the public and to the inability to exploit the development potential which the sector could provide;

Or. pt

Amendment 22
Marian-Jean Marinescu

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1b. Calls on the Commission to elaborate and make public an informal strategy for transport based on the national strategies elaborated by Member States under the Partnership Agreements.

Or. en

Amendment 23
João Pimenta Lopes
on behalf of the GUE/NGL Group

Draft opinion

Paragraph 1 b (new)

Draft opinion

Amendment

1b. Strongly criticises the investment in Public-Private Partnerships (PPPs), which have been terrible financially for Member States, as they bore the costs while private companies reaped the profits, at the expense of the public purse and causing serious damage for their populations and workers: services have been weakened and reduced and their costs have gone up; companies have been privatised; infrastructure-maintenance services have been weakened; employment in the sector has been deregulated and employment conditions and ties have become more precarious;

Or. pt

**Amendment 24
Marian-Jean Marinescu**

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

Draft opinion

Amendment

1c. Calls on the Commission to elaborate and make public a TEN-T map including the transport projects under implementation or proposed under the MS Operational programmes for both 2007-2013 and 2014-2020 financing periods; calls on the Commission to provide a real time update of this information including all relevant info (period for project approval, implementation period, costs, economic efficiency etc.);

Or. en

Amendment 25
Marian-Jean Marinescu

Draft opinion
Paragraph 1 d (new)

Draft opinion

Amendment

1d. Calls on the Commission to provide to the EP on evaluation of the proposals from national strategies, national Operational programmes and TEN-T.

Or. en

Amendment 26
Marian-Jean Marinescu

Draft opinion
Paragraph 1 e (new)

Draft opinion

Amendment

1e. Calls on the Commission to provide to the EP on evaluation of the implementation of projects across Member States regarding period of projects preparation, procurement procedures, cost of feasibility studies and engineering, cost of the construction; moreover, calls on the Commission to evaluate the possibility of sharing the best practices in order to arrive to an harmonisation of procedures and of elaboration of standard costs to allow a better EU money spending .

Or. en

Amendment 27
Marian-Jean Marinescu

Draft opinion
Paragraph 1 f (new)

Draft opinion

Amendment

1f. Calls on the Commission to evaluate the internal administrative rules in order to provide a better implication and decision participation of the DG Move in transport connected projects and procedures; moreover calls on the Commission to evaluate the possibility of better and stronger implication of responsible DGs regarding operational programs referred to transport in order to better implementation of the TENT regulation;

Or. en

Amendment 28
Marian-Jean Marinescu

Draft opinion
Paragraph 1 g (new)

Draft opinion

Amendment

1g. Calls on the Commission to use the findings of the evaluation mentioned before for 2014 – 2020 transport policy regulations.

Or. en

Amendment 29
João Pimenta Lopes
on behalf of the GUE/NGL Group

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. *Stresses that many Member States are still lagging behind as regards meeting basic EU common transport policy targets, especially when comparing central and eastern Member States with western ones*; points out that *their* specific needs are not always aligned with the EU's investment priorities and calls, therefore, for the necessary flexibility in financing transport projects under the ERDF and the CF;

2. points out that *the* specific needs *of each Member State* are not always aligned with the EU's investment priorities and calls, therefore, for the necessary flexibility in financing transport projects under the ERDF and the CF;

Or. pt

Amendment 30
Matthijs van Miltenburg, Pavel Telička

Draft opinion
Paragraph 2

Draft opinion

2. Stresses that *many* Member States are still lagging behind as regards meeting basic EU common transport policy targets, *especially when comparing central and eastern Member States with western ones*; points out that their specific needs are not always aligned with the EU's investment priorities *and calls, therefore, for the necessary flexibility in financing transport projects under the ERDF and the CF*;

Amendment

2. Stresses that *several* Member States are still lagging behind as regards meeting basic EU common transport policy targets; points out that their specific needs are not always aligned with the EU's investment priorities;

Or. en

Amendment 31
Michael Cramer

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. Stresses that many Member States are still lagging behind as regards meeting basic EU common transport policy targets, especially when comparing central and eastern Member States with western ones; points out that their *specific needs* are not always aligned with the EU's investment priorities and calls, therefore, for the necessary *flexibility* in financing transport projects under the ERDF and the CF;

2. Stresses that many Member States are still lagging behind as regards meeting basic EU common transport policy targets *on climate protection, modal shift towards rail and sustainable inland waterways*, especially when comparing central and eastern Member States with western ones; points out that their *claimed interests* are not always aligned with *their obligations inter alia on respecting environmental legislation*, the EU's investment priorities *as well as the European added value* and calls, therefore, for the necessary *support and help from the Commission* in financing transport projects under the ERDF and the CF;

Or. en

Amendment 32 **Rolandas Paksas**

Draft opinion **Paragraph 2**

Draft opinion

2. Stresses that many Member States are still lagging behind as regards meeting basic EU common transport policy targets, especially when comparing central and eastern Member States with western ones; points out that their specific needs are not always aligned with the EU's investment priorities and calls, therefore, for the necessary flexibility in financing transport projects under the ERDF and the CF;

Amendment

2. Stresses that many Member States are still lagging behind as regards meeting basic EU common transport policy targets, especially when comparing central and eastern Member States with western ones; points out that their specific needs are not always aligned with the EU's investment priorities and calls, therefore, for the necessary flexibility in financing transport projects under the ERDF and the CF *and for support to the medium- to long-term investment programs*;

Or. en

Amendment 33 **Maria Grapini**

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. *Recommends that the Commission allocate technical assistance to countries falling behind with regard to the achievement of fundamental EU objectives in the transport sector;*

Or. ro

Amendment 34
Michael Cramer

Draft opinion
Paragraph 3

Draft opinion

Amendment

3. Calls for continued and balanced support to the TEN-T core, comprehensive networks and horizontal priorities, taking into account the need to upgrade and renovate existing infrastructure and to better integrate national transport networks, ***including road infrastructure***; stresses in this context the need for adequate budget envelopes and clearly structured funding programmes under the transport and cohesion policies post 2020;

3. Calls for continued and balanced support to the TEN-T core, comprehensive networks and horizontal priorities, taking into account the need to ***maintain***, upgrade and renovate existing infrastructure and to better integrate national transport networks ***into cross-border connections in terms of interconnectivity, intermodality and interoperability***; stresses in this context the need for adequate budget envelopes and clearly structured funding programmes under the transport and cohesion policies post 2020, ***with a focus on dismantled and abandoned regional cross-border rail missing links, particularly those that were destroyed during the last world war***;

Or. en

Amendment 35
Olga Sehnalová

Draft opinion
Paragraph 3

Draft opinion

3. Calls for continued and balanced support to the TEN-T core, comprehensive networks and horizontal priorities, taking into account the need to upgrade and renovate existing infrastructure and to better integrate national transport networks, including road infrastructure; stresses in this context the need for adequate budget envelopes and clearly structured funding programmes under the transport and cohesion policies post 2020;

Amendment

3. Calls for continued and balanced support to the TEN-T core, comprehensive networks and horizontal priorities, taking into account the need to ***complete the core network of infrastructure for all kinds of transport***, upgrade and renovate existing infrastructure and to better integrate national transport networks, including road infrastructure; stresses in this context the need for adequate budget envelopes and clearly structured funding programmes under the transport and cohesion policies post 2020;

Or. cs

Amendment 36
Jill Seymour

Draft opinion
Paragraph 3

Draft opinion

3. Calls for continued and balanced support to the TEN-T core, comprehensive networks and horizontal priorities, taking into account the need to upgrade and renovate existing infrastructure and to better integrate national transport networks, including road infrastructure; stresses in this context the need for adequate budget envelopes and clearly structured funding programmes under the transport and cohesion policies post 2020;

Amendment

3. Calls for continued and balanced support to the TEN-T core, comprehensive networks and horizontal priorities, taking into account the need to upgrade and renovate existing infrastructure and to better integrate national transport networks, including road infrastructure; stresses in this context the need for adequate budget envelopes and clearly structured funding programmes under the transport and cohesion policies post 2020. ***However stresses that the requirements of Member States take precedence over any set targets or implementing pressures set by the EU;***

Or. en

Amendment 37

Matthijs van Miltenburg, Pavel Telička, Dominique Riquet

Draft opinion

Paragraph 3

Draft opinion

3. Calls for continued and balanced support to the TEN-T core, comprehensive networks and horizontal priorities, taking into account the need to upgrade and renovate existing infrastructure and to better integrate national transport networks, including road infrastructure; stresses in this context the need for adequate ***budget envelopes*** and clearly structured funding programmes under the transport and cohesion policies post 2020;

Amendment

3. Calls for continued and balanced support to the TEN-T core, comprehensive networks and horizontal priorities, taking into account the need to upgrade and renovate existing infrastructure and to better integrate national transport networks, including road infrastructure; stresses in this context the need for adequate and clearly structured funding programmes under the transport and cohesion policies post 2020;

Or. en

Amendment 38

Rolandas Paksas

Draft opinion

Paragraph 3

Draft opinion

3. Calls for continued and balanced support to the TEN-T core, comprehensive networks and horizontal priorities, taking into account the need to upgrade and renovate existing infrastructure and to better integrate national transport networks, including road infrastructure; stresses in this context the need for adequate budget envelopes and clearly structured funding programmes under the transport and cohesion policies post 2020;

Amendment

3. Calls for continued and balanced support to the TEN-T core, comprehensive networks and horizontal priorities, taking into account the need to upgrade and renovate existing infrastructure and to better integrate national transport networks, including road infrastructure; stresses in this context the need ***to develop EU financing instruments and*** for adequate budget envelopes and clearly structured funding programmes under the transport and cohesion policies post 2020;

Or. en

Amendment 39

Matthijs van Miltenburg, Pavel Telička, Dominique Riquet

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Invites the Commission and Member States to use fully the potential of the European Regional Development Fund and Cohesion Fund for European cross-border infrastructure projects, in order to complete the core and comprehensive Trans-European Transport Network;

Or. en

Amendment 40

Maria Grapini

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Recommends that the Commission budget strategy and the post-2020 cohesion policy take into account the large amount of investment needed for priority TEN-T projects, and the modernisation, renovation and new construction works necessary to ensure more integrated national transport networks;

Or. ro

Amendment 41

Kosma Złotowski

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. Observes disproportion and lack of geographical balance in project selection within the EFSI whilst this new fund has been largely strengthened by the CEF fund to which EUR 11.3 billion have been transferred from Cohesion Fund;

Or. en

Amendment 42
João Pimenta Lopes
on behalf of the GUE/NGL Group

Draft opinion
Paragraph 4

Draft opinion

Amendment

4. Supports ***a wider application of the blending approach; calls, however, for*** an increase in the exchange of best practice, technical assistance and preparatory toolkits for Member States to disseminate information on financial instruments; also recalls that financial instruments are not always appropriate to finance railway, inland waterways or cross-border projects ***and that smaller countries face difficulties in implementing PPPs***; stresses, ***therefore***, the need to reinforce the ***grant part of the*** EU funds as grants remain an essential tool in ***attracting private financing*** and closing gaps between Member States.

4. Supports an increase in the exchange of best practice, technical assistance and preparatory toolkits for Member States to disseminate information on financial instruments; also recalls that financial instruments are not always appropriate to finance railway, inland waterways or cross-border projects; ***believes that public investment plays a key role in the delivery of public policies which serve the needs of the population and in economic development***; stresses, ***therefore***, the need to reinforce the ***grants from*** EU funds as grants remain an essential tool in closing gaps between Member States.

Or. pt

Amendment 43
Matthijs van Miltenburg, Pavel Telička

Draft opinion

Paragraph 4

Draft opinion

4. Supports a wider application of the blending approach; calls, however, for an increase in the exchange of best practice, technical assistance and preparatory toolkits for Member States to disseminate information on financial instruments; ***also recalls that financial instruments are not always appropriate to finance railway, inland waterways or cross-border projects and that smaller countries face difficulties in implementing PPPs; stresses, therefore, the need to reinforce the grant part of the EU funds as grants remain an essential tool in attracting private financing and closing gaps between Member States.***

Amendment

4. Supports a wider application of the blending approach; calls, however, for an increase in the exchange of best practice, technical assistance and preparatory toolkits for Member States to disseminate information on financial instruments.

Or. en

Amendment 44 Michael Cramer

Draft opinion Paragraph 4

Draft opinion

4. Supports a wider application of the blending approach; calls, however, for ***an*** increase in the exchange of best practice, technical assistance and preparatory toolkits for Member States to disseminate information on financial instruments; also recalls that financial instruments are not always appropriate to finance ***railway, inland waterways or cross-border*** projects and that smaller countries face difficulties in implementing PPPs; stresses, therefore, the need to reinforce the grant part of the EU funds as grants remain an essential tool in attracting private financing and closing gaps between Member States.

Amendment

4. Supports a wider application of the blending approach; calls, however, for ***a strong*** increase in the exchange of best practice, technical assistance and preparatory toolkits for Member States to disseminate information on financial instruments; also recalls that financial instruments are not always appropriate to finance ***pure national road*** projects and that smaller countries face difficulties in implementing PPPs; stresses, therefore, the need to reinforce the grant part of the EU funds as grants remain an essential tool in attracting private financing and closing gaps between Member States ***as well as guaranteeing a fair balance between***

*public and private investors
in sharing profits and losses.*

Or. en

Amendment 45
Rolandas Paksas

Draft opinion
Paragraph 4

Draft opinion

4. Supports a wider application of the blending approach; calls, however, for an increase in the exchange of best practice, technical assistance and preparatory toolkits for Member States to disseminate information on financial instruments; also recalls that financial instruments are not always appropriate to finance railway, inland waterways or cross-border projects and that smaller countries face difficulties in implementing PPPs; stresses, therefore, the need to reinforce the grant part of the EU funds as grants remain an essential tool in attracting private financing and closing gaps between Member States.

Amendment

4. Supports a wider application of the blending approach; calls, however, for an increase in the exchange of best practice, technical assistance and preparatory toolkits for Member States to disseminate information on financial instruments; also recalls that financial instruments are not always appropriate to finance railway, inland waterways or cross-border projects and that smaller countries face difficulties in implementing PPPs; stresses *in this context the need to catalyse public and private finance towards the completion of the TEN-T core network by 2030*; stresses, therefore, the need to reinforce the grant part of the EU funds as grants remain an essential tool in attracting private financing and closing gaps between Member States.

Or. en

Amendment 46
Kosma Złotowski

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. 1. Emphasises however that new EU financing instruments or new EU

funds cannot be created at the expense of the transport policy funding or any transport-devoted financial envelops.

Or. en

Amendment 47

Matthijs van Miltenburg, Pavel Telička, Dominique Riquet

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4a. Invites the Commission and Member States to continuing co-financing projects in the next programming period with the principle of "use it or lose it";

Or. en

Amendment 48

Michael Cramer

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4a. Encourages the Member States and the Regions to apply the user and polluter pays principle for charging their road networks, in order to encourage green logistics as well as generate revenues that can compensate the different public budgets involved;

Or. en

Amendment 49

Maria Grapini

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Recommends that the Commission identify new financial instruments tailored to a given type of transport and the needs of individual Member States, so as to ensure interconnectivity throughout the EU, coupled with more efficient and safer transport services;

Or. ro

Amendment 50
Olga Sehnalová

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Supports the allocation of adequate resources to research, programmes and projects promoting road safety in Europe, in line with the Valletta Declaration on Road Safety;

Or. cs

Amendment 51
Michael Cramer

Draft opinion
Paragraph 4 b (new)

Draft opinion

Amendment

4b. Encourages the Commission, the Member States and the Regions to intensify their support in favour of bicycle infrastructure, such as the further development of the EuroVelo network, in combination with the European Railway connections.

Amendment 52
Kosma Zlotowski

Draft opinion
Paragraph 4 b (new)

Draft opinion

Amendment

4b. In the light of the future challenges the EU transport policy will face in the global market particularly with regard to the new technologies, ITS and growing market competitions emphasises the necessity to maintain at least the same level of funding for the EU transport investment projects;

Or. en

Amendment 53
Olga Sehnalová

Draft opinion
Paragraph 4 b (new)

Draft opinion

Amendment

4b. Calls for cohesion policy funds to be allocated to the development of multi-modal infrastructure, including support for the design of multimodal terminals and the development of ITS systems for combined transport.

Or. cs

Amendment 54
Olga Sehnalová

Draft opinion
Paragraph 4 c (new)

Draft opinion

Amendment

4c. Stresses the need to ensure that resources are made available to support sustainable urban mobility, the development of intelligent transport systems, projects for cyclists and pedestrians and improved accessibility to transport for persons with a disability;

Or. cs