



**2019/2028(BUD)**

26.7.2019

# **DRAFT OPINION**

of the Committee on Transport and Tourism

for the Committee on Budgets

on the draft general budget of the European Union for the financial year 2020  
(2019/2028(BUD))

Rapporteur for opinion: Daniel Freund



## SUGGESTIONS

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

1. Takes note of the draft budget proposed by the Commission in the field of transport; regrets the indiscriminate cuts demanded by the Council;
2. Believes the time is ripe for a more fundamental reshaping of EU transport financing with a view to establishing a net zero transport sector by 2050 and guarantee full alignment with the Paris Agreement;
3. Insists that the EU transport policy is essential for economic, social and environmental sustainability and therefore priority should be given to the quality and sustainability of projects rather than their quantity or size;
4. Reiterates that the provisional agreement on the regulation setting up the InvestEU Programme<sup>1</sup> contains a general provision - applicable to all transport related financing - ensuring that "Projects that are inconsistent with the achievement of the climate objectives shall not be eligible for support" and that all projects "shall be screened to determine if they have an environmental, climate or social impact and if so, shall be subject to climate, environmental and social sustainability proofing";
5. Stresses that beyond its key role in implementing the European Fund for Strategic Investments (EFSI) and InvestEU, it is vital that the revision of the European Investment Bank's (EIB) transport policy due in 2020 paves the way for more fundamental overhaul of the Bank's transport financing; calls on the EIB to report on all steps of its transport policy revision to Parliament in a timely manner;
6. Believes that the Connecting Europe Facility (CEF) spending in the field of transport can be improved by increasing further the share of funding for zero emission transport modes; welcomes the approach of the Commission to co-finance the re-establishment of regional cross-border rail connections that were dismantled or abandoned and encourages the Members States, cross-border regions and the Commission to further intensify these bottom-up projects that contribute to reopening borders in the EU where they still exist; calls on the Commission to significantly increase the reserved amount within the CEF budget line for financing for the re-establishment of regional missing rail links that were dismantled or abandoned; further electrification of railway infrastructure must be intensified and a quicker roll out of the European Rail Traffic Management System (ERTMS) is required; the CEF budget should also take account of rail freight noise abatement measures in order to ensure a sustainable and efficient freight transport system;
7. Encourages the Commission to promote the revitalisation of comfortable European night trains as a sustainable alternative to short-distance flights and long-distance car

---

<sup>1</sup> European Parliament legislative resolution of 18 April 2019 on the proposal for a regulation of the European Parliament and of the Council establishing the InvestEU Programme (COM(2018)0439 – C8-0257/2018 – 2018/0229(COD)).

travelling;

8. Calls on the Commission to combine the co-financing of the EuroVelo network with the comprehensive rail network;
9. In light of the still very high number of deaths and injuries caused by traffic accidents, and the new Directive on road infrastructure safety management with its provision ensuring that “Member States shall ensure that the needs of vulnerable road users are taken into account”, insists that the Commission and Member States further prioritise the financing of the transport safety of passengers in different means of transport and that they focus on the safety of vulnerable road users, such as pedestrians, cyclists, and other micro-mobility users;
10. Considers a stronger articulation of urban transport financing with Sustainable Urban Mobility Plans (SUMPS) to be essential to boost the urban mobility transformation;
11. Calls for a more transparent funding landscape and more transparent project assessments, with particular attention paid to the participation of citizens in transparent decision-making and monitoring the development of large projects that have a total investment volume of over EUR 1 billion;
12. Recalls that public investment in infrastructure is particularly sensitive to corruption; stresses the importance of guaranteeing a transparent and competitive tendering process for large-scale transport infrastructure projects financed by the EU; insists that contracting authorities and bidders for these large-scale projects must enter into Integrity Pacts under which third parties monitor their compliance with commitments to best practice and transparency;
13. Considers that cost-benefit analyses for transport projects must no longer be focussed on short-term economic analyses but on the comprehensive understanding of all short- and long-term external costs, guided by the recent study on externalities and cost internalisation commissioned by the Commission, which revealed that the overall size of transport external costs is estimated to be close to EUR 1 000 billion annually<sup>2</sup>.

---

<sup>2</sup> Study on Sustainable Transport Infrastructure Charging and Internalisation of Transport Externalities ([https://ec.europa.eu/transport/themes/sustainable-transport/internalisation-transport-external-costs\\_en](https://ec.europa.eu/transport/themes/sustainable-transport/internalisation-transport-external-costs_en)).

**ANNEX: LIST OF ENTITIES OR PERSONS  
FROM WHOM THE RAPPORTEUR FOR THE OPINION HAS RECEIVED INPUT**

<b>Entity and/or</b>
European Federation for Transport and Environment - 58744833263-19
Community of European Railway and Infrastructure Companies - 7574621118-27