



EUROPEAN PARLIAMENT

2009 - 2014

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*Committee on Transport and Tourism*

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**2010/2142(DEC)**

2.2.2011

# **AMENDMENTS**

## **1 - 7**

**Draft opinion**  
**Mathieu Grosch**  
(PE454.405v01-00)

Discharge for implementation of the European Union general budget for the financial year 2009, Section III - Commission and executive agencies  
(SEC(2010)0963 – C7-0211/2010 – 2010/2142(DEC))

AM\_Com\_NonLegOpinion

**Amendment 1**  
**Isabelle Durant, Michael Cramer**

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

*Draft opinion*

*Amendment*

***1a. Calls on the Commission to provide Parliament and the Council, before the start of the discharge procedure, with a description of how the Commission has applied the remarks and comments relating to each budget line, as decided by this Budgetary Authority;***

Or. en

**Amendment 2**  
**Isabelle Durant, Michael Cramer**

**Draft opinion**  
**Paragraph 8**

*Draft opinion*

*Amendment*

8. Stresses that there is an urgent need for regional and transport policies to be more closely coordinated, particularly as regards TEN-T funding, as at present only cursory consideration is given to the potential European added value of projects and consequently funds are not used as effectively as possible to eliminate bottlenecks and problems in connection with border crossings or inadequate connections;

8. Stresses that there is an urgent need for regional and transport policies to be ***transparent through the provision of proper information to taxpayers and budget authorities, and to be*** more closely coordinated, particularly as regards TEN-T funding, as at present only cursory consideration is given to the potential European added value of projects and consequently funds are not used as effectively as possible to eliminate bottlenecks and problems in connection with border crossings or inadequate connections;

Or. en

**Amendment 3**  
**Inés Ayala Sender**

**Draft opinion**  
**Paragraph 8**

*Draft opinion*

8. Stresses that there is an urgent need for regional and transport policies to be more closely coordinated, particularly as regards TEN-T funding, ***as at present only cursory consideration is given to the potential European added value of projects and consequently funds are not used as effectively as possible*** to eliminate bottlenecks and problems in connection with border crossings or inadequate connections;

*Amendment*

8. Stresses that there is an urgent need for regional and transport policies to be more closely coordinated, particularly as regards TEN-T funding, ***in order to increase European added value and ensure better utilisation of funds so as to eliminate bottlenecks and problems in connection with border crossings or inadequate connections;***

Or. es

**Amendment 4**  
**Inés Ayala Sender**

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

*Draft opinion*

10. Welcomes the Court of Auditors' Special Report No 8/2010 on EU rail infrastructure investments and, above all, its finding that the TEN-T coordinators played an important role, in particular by facilitating contacts between the stakeholders concerned; supports the recommendation that the Commission should consider appointing further coordinators for other priority projects;

*Amendment*

10. Welcomes the Court of Auditors' Special Report No 8/2010 on EU rail infrastructure investments and, above all, its finding that the ***current*** TEN-T coordinators played an important role, in particular by facilitating contacts between the stakeholders concerned; supports the recommendation that the Commission should consider appointing further coordinators for ***the*** other priority projects;

Or. es

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

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

*Draft opinion*

11. Notes the observation by the European Court of Auditors that priority projects were not selected on the basis of actual and anticipated traffic flows and that greater use could be made of cost/benefit analysis;

*Amendment*

11. Notes the observation by the European Court of Auditors that priority projects were not selected on the basis of actual and anticipated traffic flows and that greater use could be made of cost/benefit analysis, ***but points out that priority projects also satisfy European economic, social and territorial cohesion objectives and the desire to combat climate change through support for more environment-friendly means of transport;***

Or. es

**Amendment 6**  
**Giommaria Uggias**

**Draft opinion**  
**Paragraph 11 a (new)**

*Draft opinion*

*Amendment*

***11a. Requests that a report be attached to each year's budget on the unspent appropriations carried over from previous years, explaining why those monies have not been used and how and when they will be used;***

Or. it

**Amendment 7**  
**Giommaria Uggias**

**Draft opinion**  
**Paragraph 11 b (new)**

***11b. Calls on the Commission, in the interests of greater transparency and to firmly establish the principle of the personal liability of officials who manage public monies, to prepare a study, based on the experiences in Member States, on the feasibility of introducing, within the EU institutions, the notion of liability for losses to the budget or, in other words, the personal pecuniary liability of any official who, through his actions or failure to take action, has occasioned financial losses to the European Union;***

Or. it