



EUROPEAN PARLIAMENT

2009 - 2014

Committee on Transport and Tourism

2011/2020(BUD)

29.7.2011

AMENDMENTS

1 - 13

Draft opinion
Bogusław Liberadzki
(PE467.189v01-00)

Parliament's position on the 2012 Draft Budget as modified by the Council
(2011/2020(BUD))

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PE469.968v01-00

EN

United in diversity

EN

AM_Com_NonLegOpinion

Amendment 1
Isabelle Durant

Draft opinion
Paragraph 2

Draft opinion

2. Underlines that every budget, including the 2012 budget, should contribute to and stimulate the development of *a* sustainable transport *system* contributing to the EU efforts to tackling climate change via *decarbonisation*;

Amendment

2. Underlines that every budget, including the 2012 budget, should contribute to and stimulate the development of sustainable transport *and tourism services* contributing to the EU efforts to tackling climate change *and oil independency* via *energy saving and renewable sources*;

Or. en

Amendment 2
Ismail Ertug

Draft opinion
Paragraph 2

Draft opinion

2. Underlines that every budget, including the 2012 budget, should contribute to and stimulate the development of a sustainable transport system contributing to the EU efforts to tackling climate change via decarbonisation;

Amendment

2. Underlines that every budget, including the 2012 budget, should contribute to and stimulate the development of a sustainable transport system contributing to the EU efforts to tackling climate change via decarbonisation *and should also take account of the EU's social goals*;

Or. de

Amendment 3
Silvia-Adriana Țicău

Draft opinion
Paragraph 2

Draft opinion

2. Underlines that every budget, including the 2012 budget, should contribute to and stimulate the development of a sustainable transport system contributing to the EU efforts to tackling climate change via decarbonisation;

Amendment

2. Underlines that every budget, including the 2012 budget, should contribute to and stimulate the development of a sustainable ***multimodal*** transport system contributing to the EU efforts to tackling climate change via decarbonisation;

Or. ro

Amendment 4
Isabelle Durant

Draft opinion
Paragraph 3

Draft opinion

3. Considers that the draft budget as proposed by the Commission constitutes the minimum necessary to sustain momentum in the implementation of the European Union policy described in the new White Paper on transport; believes that ***increasing*** public financing for transport ***contributes*** to overcoming the crisis and creating jobs;

Amendment

3. Considers that the draft budget as proposed by the Commission constitutes the minimum necessary to sustain momentum in the implementation of the European Union policy described in the new White Paper on transport; believes that public financing for transport ***should be oriented towards reducing and avoiding external social and environmental costs and thereby contribute to solving environmental problems***, overcoming the crisis and creating jobs;

Or. en

Amendment 5
Ismail Ertug

Draft opinion
Paragraph 3

Draft opinion

3. Considers that the draft budget as proposed by the Commission constitutes the minimum necessary to sustain momentum in the implementation of the European Union policy described in the new White Paper on transport; believes that increasing public financing for transport contributes to overcoming the crisis and creating jobs;

Amendment

3. Considers that the draft budget as proposed by the Commission constitutes the minimum necessary to sustain momentum in the implementation of the European Union policy described in the new White Paper on transport; believes that increasing public financing for transport contributes to overcoming the crisis and creating jobs ***that meet the EU's social standards***;

Or. de

Amendment 6
Isabelle Durant

Draft opinion
Paragraph 4

Draft opinion

4. Calls for significantly improved access to finance in innovation and infrastructures, notably for green technologies, the Trans-European Networks (TEN) and other projects with proven European added value financed by Cohesion and Structural Funds;

Amendment

4. Calls for significantly improved access to finance in innovation and infrastructures, notably for green technologies, the Trans-European Networks (TEN) ***with focus on existing rail infrastructure, linking operational with infrastructure investments***, and other projects with proven European added value financed by Cohesion and Structural Funds;

Or. en

Amendment 7
Antonio Cancian

Draft opinion
Paragraph 4

Draft opinion

4. Calls for significantly improved access to finance in innovation and infrastructures, notably for green technologies, the Trans-European Networks (TEN) and other projects with proven European added value ***financed by Cohesion and Structural Funds***;

Amendment

4. Calls for significantly improved access to finance in innovation and infrastructures, notably for green technologies, the Trans-European Networks (TEN) and other projects with proven European added value, ***using the various sources of European funding efficiently and by way of complement, also taking into consideration innovative financing schemes providing for contributions from private capital***;

Or. it

Amendment 8
Ismail Ertug

Draft opinion
Paragraph 4

Draft opinion

4. Calls for significantly improved access to finance in innovation and infrastructures, notably for green technologies, the Trans-European Networks (TEN) and other projects with proven European added value financed by Cohesion and Structural Funds;

Amendment

4. Calls for significantly improved access to finance in innovation and infrastructures, notably for green technologies, the Trans-European Networks (TEN), ***connections linking peripheral areas that are lagging behind*** and other projects with proven European added value financed by Cohesion and Structural Funds;

Or. de

Amendment 9
Zigmantas Balčytis

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Calls for a higher amount to be allocated to the EU's interregional cooperation programmes (INTERREG IVC) encompassed within its cohesion policy, which play a key role in policy implementation under EU macro-regional strategies and also help Member States to respond effectively to common challenges such as providing better transport links and developing and promoting tourism;

Or. lt

Amendment 10
Silvia-Adriana Țicău

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Calls on the Commission and Member States to endeavour to implement the priority TEN-T projects on schedule; points out that any delay in the implementation of these projects entails higher costs;

Or. ro

Amendment 11
Juozas Imbrasas

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6a. Regrets that no funding is being earmarked for an international study to determine which specific short sea

shipping routes could be incorporated in the trans-European networks in the general interest of the EU and developed with the aid of EU financial support;

Or. It

Amendment 12
Isabelle Durant

Draft opinion
Paragraph 7

Draft opinion

7. Regrets that the Commission is not proposing a new legal basis to replace the three preparatory actions in the field of tourism which cannot be extended in 2012 and asks that appropriate resources be allocated for the tourism sector in 2012 and 2013 as well as in the future multiannual financial framework;

Amendment

7. Regrets that, *on the basis of Art. 195 of the Lisbon Treaty, the* Commission is not proposing a new legal basis to replace the three preparatory actions in the field of *sustainable* tourism which cannot be extended in 2012 and asks that appropriate resources be allocated for the tourism sector in 2012 and 2013 as well as in the future multiannual financial framework;

Or. en

Amendment 13
Dominique Riquet, Dominique Vlasto, Mathieu Grosch, Michel Dantin

Draft opinion
Paragraph 8

Draft opinion

8. Takes the view that the EU budget contribution to the transport-related agencies should be commensurate with their additional responsibilities, such as those conferred on the European Maritime Safety Agency; considers that it is important to have *prudent* budgeting for agencies, in accordance with internal audits of effectiveness of their expenditures.

Amendment

8. Takes the view that the EU budget contribution to the transport-related agencies should be commensurate with their additional responsibilities, such as those conferred on the European Maritime Agency; considers that it is important to have budgeting for agencies, in accordance with internal audits of effectiveness of their expenditures.

