



EUROPEAN PARLIAMENT

2009 - 2014

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*Committee on Transport and Tourism*

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**2011/0177(APP)**

12.7.2012

# **AMENDMENTS**

## **1 - 38**

**Draft opinion**  
**Brian Simpson**  
(PE489.425v01-00)

on the Multiannual financial framework for the years 2014-2020  
(COM(2011)0398 – C7-xxxx/xxxx – 2011/0177(APP))

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PE492.576v01-00

**EN**

*United in diversity*

**EN**

AM\_Com\_NonLegOpinion

**Amendment 1**  
**Inés Ayala Sender**

**Draft opinion**  
**Recital A (new)**

*Draft opinion*

*Amendment*

***A. Whereas the € 8 billion dedicated for the for the 2007-2013 programming period has demonstrated to be largely insufficient amount to realise the TEN-T network and that additional resources are needed to complete the network and boost growth, job creation and competitiveness of the EU.***

Or. en

**Amendment 2**  
**Inés Ayala Sender**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

*Amendment*

1. Highlights the paramount role of the EU transport sector as the backbone of the internal market, the basis for free movement of people and goods as well as for economic, social and territorial cohesion;

1. Highlights the paramount role of the EU ***mobility and*** transport sector as the backbone of the internal market, the basis for free movement of people and goods as well as for economic, social and territorial cohesion;

Or. es

**Amendment 3**  
**Dominique Riquet, Michel Dantin, Dominique Vlasto**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Highlights the paramount role of the EU transport sector as the backbone of the internal market, the basis for free movement of people and goods as well as for economic, social and territorial cohesion;

*Amendment*

1. Highlights the paramount role of the EU transport sector as the backbone of the internal market, the basis for free movement of people and goods as well as for economic, social and territorial cohesion; ***points out that the transport sector generates 6.3% of EU GDP and provides employment for 13 million people;***

Or. fr

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

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Recalls the enormous financial and technological challenges for the transport sector with regards to improving its environmental performance, its competitiveness and its network;

*Amendment*

2. Recalls the enormous financial and technological challenges for the transport sector with regards to improving its environmental performance, its competitiveness, ***its security, its accessibility*** and its network;

Or. es

**Amendment 5**  
**Isabelle Durant**

**Draft opinion**  
**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

***2 a. Urges the Commission and the Member States that all EU co-funded transport infrastructure must be earmarked for green and sustainable***

*intermodal infrastructure networks with a strong emphasis on European added value as well as on abolishing transborder rail missing links and on promoting sustainable projects to, in and between new Member States;*

Or. en

**Amendment 6**  
**Silvia-Adriana Țicău**

**Draft opinion**  
**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

*2a. Highlights the inequalities in the development of transport infrastructure among the Member States and the importance of developing transport infrastructure in the new Member States, and calls on the Commission and Member States to strive to create a single and uniformly-developed European transport area;*

Or. ro

**Amendment 7**  
**Inés Ayala Sender**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

*Amendment*

3. Stresses that the overall envelope available for transport investments in the next Multiannual Financial Framework (MFF) will be critical for the implementation of the TEN-T, *as well as for* transport research in order for the Union to remain the industrial leader in

3. Stresses that the overall envelope available for transport investments in the next Multiannual Financial Framework (MFF) will be critical for the implementation of the TEN-T, *which should provide without delay the definitive leverage effect for construction of the*

sustainable and innovative transport technology;

***European mobility area, and draws attention to the transport research competition*** in order for the Union to remain the industrial leader in sustainable and innovative transport technology ***and the contribution made by the Cohesion Fund and the ERDF;***

Or. es

**Amendment 8**  
**Philippe De Backer**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Stresses that the overall envelope available for transport investments in the next Multiannual Financial Framework (MFF) will be critical for the implementation of the TEN-T, as well as for transport research in order for the Union to remain the industrial leader in sustainable and innovative transport technology;

*Amendment*

3. Stresses that the overall envelope available for transport investments in the next Multiannual Financial Framework (MFF) will be critical for the implementation of the TEN-T, as well as for transport research in order for the Union to remain the industrial leader in sustainable and innovative transport technology; ***calls on the Member States, therefore, to support the Commission's proposal;***

Or. nl

**Amendment 9**  
**Philippe De Backer**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Insists that the Union should significantly increase targeted investments in TEN-T infrastructure and transport research rather than reducing them, as they

*Amendment*

***4. Stresses that transport and mobility are of vital importance to the European internal market and insists, therefore, that the Union should significantly increase***

can significantly and directly contribute to overcoming difficult economic situations through boosting Union's competitiveness, economic growth and employment;

targeted investments in TEN-T infrastructure and transport research rather than reducing them, as they can significantly and directly contribute to overcoming difficult economic situations through boosting *the* Union's competitiveness, economic growth and employment;

Or. nl

**Amendment 10**  
**Christine De Veyrac**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Insists that the Union should significantly increase targeted investments in TEN-T infrastructure and transport research rather than reducing them, as they can significantly and directly contribute to overcoming difficult economic situations through boosting Union's competitiveness, economic growth and employment;

*Amendment*

4. Insists that the Union should significantly increase targeted investments in TEN-T infrastructure and transport research rather than reducing them, as they can significantly and directly contribute to overcoming difficult economic situations through boosting *the* Union's competitiveness, economic growth and employment; ***it should also promote the development of a multimodal approach aimed at increasing public mobility;***

Or. fr

**Amendment 11**  
**Isabelle Durant**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

***4 a. Encourages the Commission and the Member States not to think big, but to act smartly and put priority on improving and***

*upgrading existing rail infrastructure that can bring considerable benefits on the shorter term with smaller investments; underlines therefore that projects, such as interoperability in the fields of ERTMS and rail freight noise reduction at the source should be at the top of the priorities list;*

Or. en

## **Amendment 12**

**Inés Ayala Sender, Dominique Riquet, Brian Simpson**

### **Draft opinion**

#### **Paragraph 5**

##### *Draft opinion*

5. Welcomes the Commission's proposal on the Connecting Europe Facility (CEF) and its proposed increase of the centrally managed financial amounts provided for the TEN-T, considering these amounts to be realistic figures and the bare minimum;

##### *Amendment*

5. Welcomes the Commission's proposal on the Connecting Europe Facility (CEF) and its proposed increase of the centrally managed financial amounts provided for the TEN-T, considering these amounts to be realistic figures and the bare minimum. *Considers that the ideal amount to induce a leverage effect expected in the area of transport should represent at least 10% of the estimated needs (500 billion € for TEN-T until 2020) and that if Council agrees to reduce significantly the financial envelope, a significant review of the list of the pre-identified transport projects mentioned in Annex of the CEF should also be carried out;*

Or. en

## **Amendment 13**

**Brian Simpson**

### **Draft opinion**

#### **Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

***5 a. Insists, that questions such as the distribution of the financial envelope of the Connecting Europe Facility among the various sectors, the volume used for financial instruments, or the modalities for the transfer from the Cohesion Fund for transport infrastructure under the Connecting Europe Facility are not part of the MFF as they belong to the ordinary legislative procedure on the Connecting Europe Facility;***

Or. en

**Amendment 14  
Philippe De Backer**

**Draft opinion  
Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

***5a. Stresses its high expectations of the Commission proposal on the CEF; considers that the Commission's innovative approach, with the innovative financial instruments, including project bonds, could boost the funding of transport infrastructure with European added value;***

Or. nl

**Amendment 15  
Dominique Riquet, Michel Dantin, Dominique Vlasto**

**Draft opinion  
Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5a. Calls on the Commission to ensure coordination between the CEF and the other sources of financing available for the TEN-T, and in particular the Cohesion fund and the Horizon 2020 programme;**

Or. fr

**Amendment 16**

**Inés Ayala Sender, Dominique Riquet, Brian Simpson**

**Draft opinion**

**Paragraph 6**

*Draft opinion*

6. Underlines that the additional €10bn from the Cohesion fund are to be centrally managed under the CEF in order to deliver clear EU-added value in Cohesion countries;

*Amendment*

6. Underlines that the additional €10bn from the Cohesion fund are to be centrally managed under the CEF in order to deliver clear EU-added value in Cohesion countries; ***takes the view that special attention should be awarded to the difficulties that some Member States might encounter as regards project engineering, and to geographical balance in the spread of the projects;***

Or. fr

**Amendment 17**

**Philippe De Backer**

**Draft opinion**

**Paragraph 6**

*Draft opinion*

6. Underlines that the additional €10bn from the Cohesion fund are to be centrally managed under the CEF in order to deliver

*Amendment*

6. Underlines that the additional €10bn from the Cohesion fund are to be centrally managed under the CEF in order to deliver

clear EU-added value in Cohesion countries;

clear EU-added value in Cohesion countries; ***draws attention to a recent report<sup>(1)</sup> by the European Court of Auditors which demonstrated that funding from the Cohesion and Structural Funds is not always used equally effectively;***

*<sup>(1)</sup> Special Report No 4/2012. Using Structural and Cohesion Funds to co-finance transport infrastructures in seaports: an effective investment?*

Or. nl

**Amendment 18**  
**Bogusław Liberadzki**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Underlines that the additional €10bn from the Cohesion fund are to be centrally managed under the CEF in order to deliver clear EU-added value in Cohesion countries;

*Amendment*

6. Underlines that the additional €10bn from the Cohesion fund are to be centrally managed under the CEF in order to deliver clear EU-added value in Cohesion countries; ***stresses that the Commission decision shall be based on a principle of investing money within the territory of a beneficial country along the agreed TEN-T project;***

Or. en

**Amendment 19**  
**Gesine Meissner**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Underlines that the additional €10bn from the Cohesion fund are to be centrally

*Amendment*

6. Underlines that the additional €10bn from the Cohesion fund are to be centrally

managed under the CEF in order to deliver clear EU-added value in Cohesion countries;

managed under the CEF in order to deliver clear EU-added value *for transport infrastructure projects on TEN-T specifically* in Cohesion countries; *insists that the MFF 2014-2020 must provide enhanced budgetary flexibility both within and across headings; therefore stresses the importance of CEF and Cohesion policy remaining under a joint heading and opposes the concept of subheadings;*

Or. en

**Amendment 20**  
**Nuno Teixeira**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Underlines that the additional €10bn from the Cohesion fund are to be centrally managed under the CEF in order to deliver clear EU-added value in Cohesion countries;

*Amendment*

6. Underlines that the additional €10bn from the Cohesion fund are to be centrally managed under the CEF in order to deliver clear EU-added value in Cohesion countries, with the guarantee that this same amount is exclusively allocated to national projects in the main and/or overall network in eligible Member States, according to the national envelope of each Member State;

Or. pt

**Amendment 21**  
**Silvia-Adriana Țicău**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Underlines that the additional €10bn from the Cohesion fund are to be centrally managed under the CEF in order to deliver

*Amendment*

6. Underlines that the additional EUR 10bn from the Cohesion fund are to be centrally managed under the CEF in order to deliver

clear EU-added value in Cohesion countries;

clear EU-added value in Cohesion countries; *that sum shall be allocated to Cohesion countries, on the basis of national allocations. In no circumstances shall the central management of that additional EUR 10bn from the Cohesion fund prevent or limit the participation of Cohesion countries in the implementation and financing of transport projects through the CEF, over and above the EUR 10bn allocated from the Cohesion fund;*

Or. ro

**Amendment 22**  
**Gesine Meissner**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

*6 a. Points out the need for more effective project incentives such as the "use it or lose it" principle which insures better implementation of projects;*

Or. en

**Amendment 23**  
**Isabelle Durant**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

*6 a. Insists on better coherence between the proposed MFF and the Regulations on CEF, TEN-T, structural and cohesion funds, integrating the EU targets on reduction of CO2 emissions and of heavy road accidents, as well as environmental*

*legislation (including Natura 2000 and the trans-border application of the SEA Directive), the need for minimising external costs and a modal shift towards more sustainable modes, such as rail and sustainable waterborne transport;*

Or. en

**Amendment 24**  
**Isabelle Durant**

**Draft opinion**  
**Paragraph 6 b (new)**

*Draft opinion*

*Amendment*

*6 b. Emphasises that for all EU co-funding of transport projects, road projects should get a maximum of 30 % of the total amounts spent on rail, walking and cycling projects;*

Or. en

**Amendment 25**  
**Christine De Veyrac**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

*Amendment*

7. Underlines that there must remain a realistic link between the number of pre-identified projects in the Annex *of* the proposed CEF Regulation and the financial amounts for the CEF in the next MFF;

7. Underlines that there must remain a realistic link between the number of pre-identified projects in the Annex *to* the proposed CEF Regulation and the financial amounts for the CEF in the next MFF, ***and highlights the value, in this respect, of ranking CEF-funded projects on the basis of their socio-economic worth and their European added value, in order to help manage expenditure more efficiently and intelligently;***

**Amendment 26**  
**Brian Simpson**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

***7 a. Underlines that in line with meeting the EU's sustainable growth objectives, adequate funding must be guaranteed for the horizontal priorities within the CEF, namely for ERTMS and SESAR, for which continued investment is crucial to promote interoperability, making the EU transport network more efficient, competitive and safer.***

Or. en

**Amendment 27**  
**Inés Ayala Sender**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

***7a. Expresses the need to guarantee adequate funding for innovative technological devices such as the ERMTS, the SESAR project, intelligent transport systems to modernise existing infrastructure, and to strengthen the focus on urban mobility and links with its infrastructure;***

Or. es

**Amendment 28**  
**Christine De Veyrac**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

***7a. Emphasises the importance of the provision of funding for major technological development programmes (GMES, EGNOS, Galileo, etc.) as a whole, and stresses the need for the GMES Programme to continue to be funded under the MFF, in view of its contribution to sustainable development and security in the transport sector;***

Or. fr

**Amendment 29**  
**Brian Simpson**

**Draft opinion**  
**Paragraph 7 b (new)**

*Draft opinion*

*Amendment*

***7 b. In view of the fact that the cohesion fund and ERDF are major sources of EU transport funding, stresses the importance of ensuring a better integration of the EU 2020 targets into the EU's structural funds, so that they are geared towards smart and sustainable mobility.***

Or. en

**Amendment 30**  
**Peter van Dalen**

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

*Draft opinion*

8. Points out the success of the Marco Polo programme, which in line with the transition to a low carbon economy aims to transfer freight off road and onto other modes of transport and believes that ***this funding*** should ***be carried on*** in the next financial period;

*Amendment*

8. Points out the success of the Marco Polo programme, which in line with the transition to a low carbon economy aims to transfer freight off road and onto other modes of transport, ***and of the NAIADES programme, which promotes European inland waterway transport***, and believes that ***these projects*** should ***have adequate funding available*** in the next financial period;

Or. nl

**Amendment 31**

**Dominique Riquet, Michel Dantin, Dominique Vlasto**

**Draft opinion**

**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

***8a. Notes the Commission's intention to increase the use of innovative financial instruments in the transport sector; considers that these will give a lever effect to the EU budget, thereby attracting other investors to projects of common interest which are commercially viable but not receiving sufficient financing from the market;***

Or. fr

**Amendment 32**

**Nuno Teixeira**

**Draft opinion**

**Paragraph 9**

*Draft opinion*

9. Recalls that tourism is a new Union competence under the Lisbon Treaty, *which should, therefore, also be reflected* in the next MFF; stresses the important contribution of tourism to the Union economy and believes that the European strategy for tourism should be supported with adequate funding for the next period.

*Amendment*

9. Recalls that tourism is a new Union competence under the Lisbon Treaty, *and that this policy area is not identified as an EU priority* in the next MFF, *and that this omission should therefore be remedied*; stresses the important contribution of tourism to the Union economy *and as the main economic activity of some regions* and believes that the European strategy for tourism should be supported with adequate funding for the next period.

Or. pt

**Amendment 33**  
**Peter van Dalen**

**Draft opinion**  
**Paragraph 9**

*Draft opinion*

*Recalls that tourism is a new Union competence under the Lisbon Treaty, which should, therefore, also be reflected in the next MFF; stresses the important contribution of tourism to the Union economy and believes that the European strategy for tourism should be supported with adequate funding for the next period.*

*Amendment*

*deleted*

Or. nl

**Amendment 34**  
**Gesine Meissner**

**Draft opinion**  
**Paragraph 9 a (new)**

*Draft opinion*

*Amendment*

**9 a. Recalls that the Integrated Maritime Policy should be taken into account in the next MFF by creating an adequate and long-term instrument for financial support of the IMP;**

Or. en

**Amendment 35  
Brian Simpson**

**Draft opinion  
Paragraph 10 (new)**

*Draft opinion*

*Amendment*

**10. Recalls the major strategic importance of the Galileo project for the EU, from which GNSS technology and the practical implementation of ITS applications are major beneficiaries; insists that the proper financing of Galileo must be ensured without coming at the expense of the TEN-T budget.**

Or. en

**Amendment 36  
Carlo Fidanza, Spyros Danellis, Giommara Uggias**

**Draft opinion  
Paragraph 10 (new)**

*Draft opinion*

*Amendment*

**10. Welcomes, in this regard, the Commission proposal establishing a Programme for the Competitiveness of Enterprises and Small and Medium-sized Enterprises (COSME) (2014-2020); stresses in particular that strong support**

*should be given for the specific allocations of EUR 131 million for the competitiveness of enterprises in the tourism sector;*

Or. it

**Amendment 37**  
**Brian Simpson**

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

*Draft opinion*

*Amendment*

*11. Recalls the importance of the EU's integrated maritime policy in supporting blue growth and a sustainable maritime economy and the need to ensure that appropriate budgetary means continue to be put at the disposal of this policy.*

Or. en

**Amendment 38**  
**Brian Simpson**

**Draft opinion**  
**Paragraph 12 (new)**

*Draft opinion*

*Amendment*

*12. Underlines the crucial work of the transport agencies in supporting EU safety and interoperability objectives and the need to match their responsibilities with adequate budgetary resources.*

Or. en