



EUROPEAN PARLIAMENT

2014 - 2019

---

*Committee on Transport and Tourism*

---

**2014/2040(BUD)**

19.8.2014

# **AMENDMENTS**

## **1 - 26**

**Draft opinion**  
**Roberts Zīle**  
(PE536.133v01-00)

on the General budget of the European Union for the financial year 2015 - all sections  
(2014/2040(BUD))

AM\1032955EN.doc

PE537.285v01-00

**EN**

*United in diversity*

**EN**

AM\_Com\_NonLegOpinion

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

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

*Draft opinion*

2. Points out that investment in transport is vital in order to strengthen the role and aim of the EU budget to stimulate growth, competitiveness and employment and to move towards the goals of the "Europe 2020 strategy", therefore welcomes the fact that the CEF programme is placed as one of the key programmes of the budget Heading 1a "Competitiveness for growth and jobs".

*Amendment*

2. Points out that investment in transport is vital in order to strengthen the role and aim of the EU budget to stimulate growth, competitiveness and employment and to move towards the goals of the "Europe 2020 strategy", ***as well as to make travelling safer, thus reducing the number of accidents and related casualties, and*** therefore welcomes the fact that the CEF programme is placed as one of the key programmes of the budget Heading 1a "Competitiveness for growth and jobs".

Or. es

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

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

***3a. Draws attention, nonetheless, to the financial difficulties which some Member States are experiencing as a result of the economic crisis and which are making it extremely difficult for them to submit projects, as evidenced by the recent call for proposals issued in connection with the Trans-European Transport Network programme, and therefore, with a view to ensuring more balanced participation, calls for greater flexibility in the implementation of the CEF programme.***

*Amendment*

Or. es

**Amendment 3**  
**Pavel Telička**

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

*Draft opinion*

4. Underlines that the EU budget should focus on infrastructure projects that will deliver high European added value, by removing bottlenecks and building/improving trans-border infrastructure, as well as upgrading existing infrastructure, such as rail links, in order to develop the EU's internal market and improve the competitiveness of the EU as a whole; notes that in the context of the current international situation on the EU's Eastern borders, it is of particular importance to connect Member States in the EU transport network with European technical parameters, so they can better integrate into the EU's common market.

*Amendment*

4. Underlines that the EU budget should focus on infrastructure projects that will deliver high European added value, by removing bottlenecks and building/improving trans-border infrastructure, as well as upgrading existing infrastructure, such as rail links, in order to develop the EU's internal market and improve the competitiveness of the EU as a whole; notes that in the context of the current international situation on the EU's Eastern borders, it is of particular importance to connect Member States in the EU transport network with European technical parameters, ***including European standard gauge***, so they can better integrate into the EU's common market.

Or. en

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

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

*Draft opinion*

4. Underlines that the EU budget should focus on infrastructure projects that will deliver high European added value, by removing bottlenecks and building/improving trans-border infrastructure, as well as upgrading existing infrastructure, such as rail links, in order to develop the EU's internal market

*Amendment*

4. Underlines that the EU budget should focus on infrastructure projects that will deliver high European added value, by removing bottlenecks and building/improving trans-border infrastructure, as well as upgrading existing infrastructure, such as rail links, in order to develop the EU's internal market

and improve the competitiveness of the EU as a whole; notes that in the context of the current international situation on the EU's Eastern borders, it is of particular importance to connect Member States in the EU transport network with European technical parameters, so they can better integrate into the EU's common market.

and improve the competitiveness of the EU as a whole; notes that in the context of the current international situation on the EU's Eastern borders, it is of particular importance to connect Member States in the EU transport network with European technical parameters, so they can better integrate into the EU's common market; ***draws attention, at the same time, to the major interoperability problems still existing between EU railway networks, in particular as a result of gauge differences, and to the urgent need to put an end to them; calls for efforts to be focused on harmonisation, with a view to building a genuinely interoperable European railway area.***

Or. es

**Amendment 5**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Stresses a need to ensure that Member States eligible for financing from the Cohesion Fund through the Connecting Europe Facility are helped by the Commission to develop and prepare an adequate pipeline of projects of sufficient maturity and/or quality, and to make efficient use of EU funding; stresses therefore that it is important to implement programme support actions aimed at strengthening the institutional capacity and efficiency of the public administrations concerned, as well as to organise additional calls for proposals, in order to ensure the highest possible absorption of the transferred funds in Member States eligible for funding from the Cohesion Fund.

*Amendment*

5. Stresses a need to ensure that Member States eligible for financing from the Cohesion Fund through the Connecting Europe Facility are helped by the Commission to develop and prepare an adequate pipeline of projects of sufficient maturity and/or quality, and to make efficient use of EU funding; stresses therefore that it is important to implement programme support actions aimed at strengthening the institutional capacity and efficiency of the public administrations concerned, as well as to organise additional calls for proposals, in order to ensure the highest possible absorption of the transferred funds in Member States eligible for funding from the Cohesion Fund; ***furthermore, the calls for proposals***

*organised by the Commission should address cross-border sections as a matter of priority as such sections are often underfunded although in many cases they constitute bottlenecks.*

Or. en

**Amendment 6**

**Pavel Telička**

**Draft opinion**

**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

*5a. Bearing in mind the limited financial capacity of CEF, the European Parliament calls upon the Commission to continuously evaluate the preparedness of individual projects and in case a risk of a project not being sufficiently and on time prepared would arise, take measures for timely reallocation of funds.*

Or. en

**Amendment 7**

**Marian-Jean Marinescu**

**Draft opinion**

**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

*5a. Reiterates the importance of using EU funding through the Connecting Europe Facility for projects and equipment of common interest that fulfil the cross-border interoperability facility.*

Or. en

**Amendment 8**  
**Dominique Riquet**

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

*Draft opinion*

6. Stresses the importance of the creation and effective functioning of a Single European railway area without frontiers by improving the level of interoperability of railway systems *and safety*, thus improving the competitive position of the railway sector; in this regard notes that the Fourth Railway Package foresees *certain* new functions *and* tasks to be assigned to the European Railway Agency *and part of them will be financed by fees and charges paid by the industry; believes that the allocation of extra financial and human resources for* the Agency's new tasks *shall* be based on clearly defined needs and according to the timescale agreed by co-legislators at the end of negotiations.

*Amendment*

6. Stresses the importance of the creation and effective functioning of a Single European railway area without frontiers by improving the level of interoperability *and safety* of railway systems, thus improving the competitive position of the railway sector; in this regard notes that the Fourth Railway Package foresees *important* new functions, tasks *and responsibilities* to be assigned to the European Railway Agency; *considers that any resources of its own which the industry expends should be appraised realistically and should not, therefore, compromise* the Agency's new tasks, *which for their part should* be based on clearly defined needs and according to the timescale agreed by co-legislators at the end of negotiations.

Or. fr

**Amendment 9**  
**Karima Delli, Michael Cramer**

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

*Draft opinion*

*6a. Underlines that the EMSA must be equipped with the necessary means for controlling safety and preventing pollution from offshore oil and gas installations, as decided in the new Regulation on the Financing of EMSA;*

*Amendment*

Or. en

**Amendment 10**  
**Inés Ayala Sender**

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

*Draft opinion*

*Amendment*

***6a. Draws attention to the crucial role played by the agencies whose main responsibility is to ensure the safety of the various modes of transport, and therefore rejects the proposed cuts in the agencies' operating budgets and does not agree with proposed cuts that could undermine transport safety.***

Or. es

**Amendment 11**  
**Marian-Jean Marinescu**

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

*Draft opinion*

*Amendment*

***6a. Considers that funding through the Connecting Europe Facility should contribute to optimising the integration and interconnection of transport modes and that intermodal connections represent an essential element for the development and good functioning of the railway sector.***

Or. en

**Amendment 12**  
**Inés Ayala Sender**

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

*Draft opinion*

*Amendment*

***6b. Points out, furthermore, that some of the transport-related agencies are taking on (or will be asked to take on) new tasks and that across-the-board cuts in staff and administrative expenditure which fail to take account of the specific circumstances of each agency would therefore be inappropriate.***

Or. es

**Amendment 13**  
**Marian-Jean Marinescu**

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

*Draft opinion*

*Amendment*

***6b. Stresses the importance of investing in the development of freight corridors in order to allow shifting freight from road to rail, to improve sustainability of rail freight by reducing existing noise generated by inadequate rolling stock and to enhance a low carbon transport economy.***

Or. en

**Amendment 14**  
**Inés Ayala Sender**

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

*Draft opinion*

*Amendment*

***6c. Stresses, in connection with the EASA, that more than two-thirds of the agency's expenditure is covered by the charges and***

*taxes levied on the industry and that no cuts should be made to the number of EASA certification staff, who do not come under the EU budget and have no impact whatsoever on that budget.*

Or. es

**Amendment 15**  
**Karima Delli, Michael Cramer**

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

*Draft opinion*

*Amendment*

*7a. Underlines that, according to Article 195 of the Treaty, the EU has additional competences on tourism policy; is convinced that a new budget line on Sustainable Tourism is needed: it must include the support and promotion of cycle routes networks, the protection of natural, cultural, historical and industrial heritage as well as the support for better accessibility to tourism services such as for persons with reduced mobility;*

Or. en

**Amendment 16**  
**Karima Delli, Michael Cramer**

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

*Draft opinion*

*Amendment*

Emphasises the role of research and *development* in the transport sector and points out that the timely development of intelligent transport technologies, including SESAR and others, will notably contribute to economic, safety and environmental

Emphasises the role of research and *innovation* in the transport *and tourism sectors* and points out that the timely development of intelligent transport technologies *as well as eco-social knowledge*, including *sustainable urban*

savings; therefore appropriate budgetary resources should be allocated to these transport technologies under Horizon 2020 and CEF;

*mobility*, SESAR and others, will notably contribute to economic, *social*, safety and environmental savings; therefore appropriate resources should be allocated to these transport technologies *and knowledge* under Horizon 2020 and CEF;

Or. en

**Amendment 17**  
**István Ujhelyi**

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

*Draft opinion*

8. Emphasises the role of research and development in the transport *sector* and points out that the timely development of intelligent transport technologies, including SESAR and others, will notably contribute to economic, safety and environmental savings; therefore appropriate budgetary resources should be allocated to these transport technologies under Horizon 2020 and CEF.

*Amendment*

8. Emphasises the role of research and development in the transport *and tourism sectors* and points out that the timely development of intelligent transport technologies, including SESAR and others, will notably contribute to economic, safety and environmental savings; therefore appropriate budgetary resources should be allocated to these transport technologies under Horizon 2020 and CEF.

Or. hu

**Amendment 18**  
**Ismail Ertug**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*8a. Observes that, in the field of tourism, there is a lack of cooperation among the various political levels which unnecessarily limits the industry's competitiveness; calls on the Commission,*

*Amendment*

*therefore, to increase its involvement in this field and to promote the completion of major tourism projects, such as EuroVelo; considers, accordingly, that appropriate budget funds should be allocated to 'sustainable tourism'.*

Or. de

**Amendment 19**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

*8a. Stresses the need for accurate funding for the implementation of the components of SESAR in order to ensure the deployment of Air Traffic Management (ATM) functionalities that are considered essential for the improvement of the Union's ATM system performance.*

Or. en

**Amendment 20**  
**Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 8 b (new)**

*Draft opinion*

*Amendment*

*8b. Emphasises the importance of investing in regional airports as this will have a positive impact on a wide range of activities such as exports, business efficiency and productivity, inward investment, and therefore will boost EU market.*

Or. en

**Amendment 21**  
**István Ujhelyi**

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

*Draft opinion*

*Amendment*

***9a. Stresses that, pursuant to Article 195 of the Treaty, the EU has complementary powers relating to tourism; stresses that tourism has become a recognised category in the EU budget, but that the objectives formulated in the Lisbon Treaty have not yet been fully attained; observes that, in order for Europe to be a leading economy in global competition in the field of tourism, tourism must figure in the work of the Committee on Transport as a specific field of policy; notes that, with the aid of the resources provided through the COSME programme, the EU can respond swiftly and effectively to changes that occur in the tourism industry, but that there is a need for targeted programmes and experimental projects with the aid of which every sector of public transport may be involved as effectively as possible; observes that, by this means, economic growth may be achieved, while more – and sustainable – jobs will be created and the EU will be the prime destination in international tourism.***

Or. hu

**Amendment 22**  
**Inés Ayala Sender**

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

*Draft opinion*

*Amendment*

***9a. Criticises the fact that, once again,***

*little attention has been paid in the budget to tourism, despite its having been an area of shared competence since the Lisbon Treaty entered into force; calls once again on the Commission to do its utmost to build on the preparatory actions put forward by Parliament and to lay the foundations for a genuine European tourism policy.*

Or. es

**Amendment 23**  
**Gesine Meissner**

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

*Draft opinion*

*Amendment*

*9a. Stresses that EU agencies' budget allocations are far from consisting in administrative expenditure alone, but instead contribute to achieving the EU objectives, while aiming at making savings at national level; recalls the importance of ensuring, within the Union, the highest level of safety, security and interoperability in the field of transport while ensuring better communication and coordination, which EASA, EMSA and ERA provide at EU level and which was handled before by 28 national administrations;*

Or. en

**Amendment 24**  
**Marian-Jean Marinescu**

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

*Draft opinion*

*Amendment*

***9a. Stresses the need of including in the Operational Programmes developed with the Member States the flagship projects for the development of the Danube Region; furthermore the Commission should ensure that the Operational Programs cover the financing of flagship projects aiming at developing inland water transport in the framework of the Danube Strategy.***

Or. en

**Amendment 25**  
**Lucy Anderson**

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

*Draft opinion*

*Amendment*

***9a. Notes the importance of sustainable transport as part of the Europe 2020 wider climate change and energy sustainability targets; stresses that EU transport policy must incorporate ambitious climate protection goals; points out therefore that adequate transport funding is vital to help to ensure that environmental transport policies are implemented successfully.***

Or. en

**Amendment 26**  
**Lucy Anderson**

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

*Draft opinion*

*Amendment*

***9b. Underlines that EU transport policy must delivery on equalities, most importantly through access to transport for disabled people and highlights that achieving this must be done through substantial investment in public transportation across the EU.***

Or. en