



EUROPEAN PARLIAMENT

2009 - 2014

Committee on Transport and Tourism

2011/0177(APP)

20.9.2012

OPINION

of the Committee on Transport and Tourism

for the Committee on Budgets

on the interim report on the interests of achieving a positive outcome of the multiannual financial framework 2014-2020 approval procedure (COM(2011)0398 – 2011/0177(APP))

Rapporteur: Brian Simpson

PA_NonLeg_Interim

SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Budgets, as the committee responsible, to incorporate the following suggestions in its report:

- A. whereas it has been demonstrated that the EUR 8 billion allocated towards the realisation of the trans-European transport network (TEN-T) for the 2007-2013 programming period is greatly insufficient and that additional resources are needed to complete the network and boost growth, job creation and competitiveness in the EU;
1. Highlights the paramount role of the EU transport sector as the backbone of the internal market and the basis for the 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 the EU's GDP and provides employment for 13 million people;
 2. Recalls the enormous financial and technological challenges facing the transport sector when it comes to improving its environmental performance, competitiveness and networks;
 3. Underlines that major investments are needed in order to achieve the key EU target of a 60 % CO₂ reduction in the transport sector below 1990 levels by 2050 and to support more sustainable transport modes, foster multimodal transport and promote sustainable urban mobility, underpinned by transport security, safety and accessibility principles;
 4. Highlights the inequalities that distinguish the development of transport infrastructure in the various Member States, and the importance of developing transport infrastructure in the new Member States, and calls on the Commission and the Member States to strive to create a single and uniformly developed European transport area;
 5. 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 the transport research needed in order for the Union to remain the industrial leader in sustainable and innovative transport technology; calls, therefore, on the Member States to support the Commission's proposal;
 6. Stresses that transport and mobility are of vital importance to the European internal market, and therefore insists that the Union should significantly increase rather than reduce targeted investments in TEN-T infrastructure and transport research, as such investments can significantly and directly contribute to overcoming difficult economic situations by boosting competitiveness, economic growth and employment in the EU;
 7. Welcomes the Commission's proposal on the Connecting Europe Facility (CEF) and the proposed increase it entails for the centrally managed allocations to TEN-T, and considers that these amounts to be realistic figures and the bare minimum; considers that in order to induce a leverage effect expected in the area of transport, allocations should ideally represent at least 10 % of the estimated needs (EUR 500 billion for TEN-T until 2020), and that if the 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;

8. Insists that questions such as the distribution of the financial envelope of CEF among the various sectors, the volume used for financial instruments, or the modalities for the transfer from the Cohesion Fund for transport infrastructure under CEF, are not part of the MFF as they belong to the ordinary legislative procedure on the CEF;
9. Notes the Commission's intention to increase the use of innovative financial instruments, such as project bonds, 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; underlines that this could boost the funding of transport infrastructure with European added value;
10. Calls on the Commission to ensure coordination between the CEF and the other sources of financing available for the TEN-T, in particular the Cohesion Fund and the Horizon 2020 programme;
11. Stresses that the additional EUR 10 billion from the Cohesion Fund are to be centrally managed under the CEF in order to deliver clear EU-added value for transport infrastructure projects on TEN-T specifically in Cohesion countries; draws attention to a recent report by the European Court of Auditors¹, according to which funding from the Cohesion and Structural Funds is not always used equally effectively; takes the view that special attention should be awarded to the difficulties that some Member States might encounter as regards project engineering, and to the geographical balance in the spread of the projects; stresses that the Commission decision shall be based on the principle of investing money within the territory of a beneficial country along the agreed TEN-T project, as specified in Annex 1 of the CEF, and that in no circumstances shall the central management of the additional EUR 10 billion 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 10 billion allocated from the Cohesion Fund;
12. Insists that the MFF 2014-2020 provide enhanced budgetary flexibility both within and across headings; stresses, therefore, the importance of keeping CEF and Cohesion policy under a joint heading, and opposes the concept of subheadings;
13. Points out the need for more effective project incentives such as the 'use it or lose it' principle, which insures better implementation of projects;
14. Stresses 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;
15. Stresses 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 the European Rail Traffic Management System (ERTMS) and the Single European Sky Air

¹ European Court of Auditors, *Using Structural and Cohesion Funds to co-finance transport infrastructures in seaports: an effective investment*, Special Report No 4/2012.

Traffic Management (ATM) Research (SESAR) project, for which continued investment is crucial to promote interoperability, making the EU transport network more efficient, competitive and safe;

16. Emphasises the importance of the provision of funding for major technological development programmes – the Global Monitoring for Environment and Security (GMES) initiative, the European Geostationary Navigation Overlay Service (EGNOS), the Galileo global navigation satellite system (GNSS), etc. – as a whole, and stresses the need for the GMES initiative to continue to be funded under the MFF, in view of its contribution to sustainable development and security in the transport sector;
17. 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;
18. Recognises the fact that the Cohesion Fund and the European Regional Development Fund (ERDF) are major sources of EU transport funding; stresses, in view of this, 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;
19. 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 the roads and onto other modes of transport, and of the NAIADES programme, the Integrated European Action Programme for inland waterway transport, and believes that these projects should have adequate funding available in the next financial period;
20. Recalls that tourism is a new Union competence under the Lisbon Treaty, and points out that tourism should therefore also be reflected in the next MFF; stresses the important contribution that tourism makes to the Union economy, and the fact that it constitutes the main economic activity in some regions, and believes that the European strategy for tourism should be supported with adequate funding for the next period;
21. 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;
22. Recalls that the Integrated Maritime Policy should be taken into account in the next MFF by means of an adequate and long-term instrument for financial support of the IMP;
23. Underscores both 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.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	18.9.2012
Result of final vote	+: 37 -: 1 0: 5
Members present for the final vote	Magdi Cristiano Allam, Inés Ayala Sender, Georges Bach, Erik Bánki, Izaskun Bilbao Barandica, Philip Bradbourn, Antonio Cancian, Michael Cramer, Joseph Cuschieri, Philippe De Backer, Luis de Grandes Pascual, Christine De Veyrac, Saïd El Khadraoui, Ismail Ertug, Carlo Fidanza, Knut Fleckenstein, Jacqueline Foster, Mathieu Grosch, Jim Higgins, Dieter-Lebrecht Koch, Georgios Koumoutsakos, Werner Kuhn, Jörg Leichtfried, Marian-Jean Marinescu, Gesine Meissner, Mike Nattrass, Hubert Pirker, Dominique Riquet, Vilja Savisaar-Toomast, Olga Sehnalová, Brian Simpson, Keith Taylor, Silvia-Adriana Țicău, Gionnmaria Uggias, Dominique Vlasto, Artur Zasada, Roberts Zile
Substitute(s) present for the final vote	Spyros Danellis, Zita Gurmai, Anna Rosbach, Sabine Wils, Janusz Władysław Zemke
Substitute(s) under Rule 187(2) present for the final vote	Isabella Lövin