



**2017/2053(INI)**

31.10.2017

# **AMENDMENTS**

## **1 - 53**

**Draft opinion**

**Ivo Belet**

(PE604.865v01-00)

Reform of the European Union's system of own resources  
(2017/2053(INI))



**Amendment 1**  
**Merja Kyllönen**

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

*Draft opinion*

1. Stresses that in order to boost the transition towards a sustainable, circular and low-carbon economy and deliver on the commonly agreed Energy Union targets, significant additional investments are required in the period 2020-2030;

*Amendment*

1. Stresses that in order to boost the transition towards a sustainable, circular and low-carbon economy and deliver on the commonly agreed Energy Union targets, significant additional investments are required in the period 2020-2030; ***notes that the transition to a sustainable, circular and low-carbon economy may be speeded up by taxing fossil fuels;***

Or. fi

**Amendment 2**  
**Bas Eickhout**

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

*Draft opinion*

1. Stresses that in order to boost the transition towards a sustainable, circular and low-carbon economy ***and*** deliver on the commonly agreed Energy Union targets, significant additional investments are required in the period 2020-2030;

*Amendment*

1. Stresses that in order to boost the ***urgently needed*** transition towards a sustainable, circular and low-carbon economy, ***to*** deliver on the commonly agreed Energy Union targets ***and to meet our international obligations under the Paris Agreement and the UN Sustainable Development Goals***, significant additional investments are required in the period 2020-2030;

Or. en

**Amendment 3**

**Anneli Jäätteenmäki, Ulrike Müller**

**Draft opinion**

**Paragraph 1**

*Draft opinion*

1. Stresses that in order to boost the transition towards a sustainable, circular and low-carbon economy and deliver on the commonly agreed Energy Union targets, significant **additional investments are** required **in** the period 2020-2030;

*Amendment*

1. Stresses that in order to boost the transition towards a sustainable, circular and low-carbon economy and **to** deliver on the commonly agreed Energy Union targets **as well as reaching the goals set for climate relevant spending**, significant **climate mainstreaming of the EU budget is** required **for** the period 2020-2030;

Or. en

**Amendment 4**

**Nikos Androulakis, Carlos Zorrinho, Nicola Caputo, Daciana Octavia Sârbu**

**Draft opinion**

**Paragraph 1**

*Draft opinion*

1. Stresses that in order to boost the transition towards a sustainable, circular and low-carbon economy **and** deliver on the commonly agreed Energy Union targets, significant additional investments are required in the period 2020-2030;

*Amendment*

1. Stresses that in order to boost the transition towards a sustainable, circular and low-carbon economy, deliver on the commonly agreed Energy Union targets **and be consistent with our commitments under the Paris Agreement**, significant additional investments are required in the period 2020-2030;

Or. en

**Amendment 5**

**Mireille D'Ornano**

**Draft opinion**

**Paragraph 1**

*Draft opinion*

*Amendment*

1. ***Stresses that in order to boost the transition towards a sustainable, circular and low-carbon economy and deliver on the commonly agreed Energy Union targets, significant additional investments are required in the period 2020-2030;***

1. ***Takes the view that boosting the transition towards a sustainable, circular and low-carbon economy, which is a legitimate objective for each of the Member States, should on no account be an excuse for increasing the expenditure and resources of the European Union;***

Or. fr

**Amendment 6**  
**Matteo Salvini, Jean-François Jalkh**

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

*Draft opinion*

1. Stresses that ***in order to boost the transition towards a sustainable, circular and low-carbon economy and deliver on the commonly agreed Energy Union targets, significant additional investments are required in the period 2020-2030;***

*Amendment*

1. Stresses that ***the withdrawal of a Member State from the Union must not lead to an additional burden on the other Member States but to a proportionate reduction in the EU budget;***

Or. fr

**Amendment 7**  
**Matteo Salvini, Jean-François Jalkh**

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

*Draft opinion*

***1a. Stresses that own resources based on GNI, while designed to be raised only when other own resources are insufficient to cover costs, have, over time, grown out of all proportion and now constitute some 70% of the EU's revenue; therefore considers it necessary and urgent to remedy this anomaly by reducing EU expenditure appropriately;***

*Amendment*

**Amendment 8**  
**Bas Eickhout**

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

*Draft opinion*

*Amendment*

***1a. Notes that Article 2 of the Paris Agreement underlines the need to make 'finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development' and that appropriate reforms to the EU budget are essential in order to reach net-zero emissions by mid-century;***

Or. en

**Amendment 9**  
**Matteo Salvini, Jean-François Jalkh**

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

*Draft opinion*

*Amendment*

***1b. Notes that, while the EU is required to balance its budget, expenditure commitments routinely exceed payments, thus creating a de facto EU public debt; calls for priority to be given to eliminating arrears and for any new expenditure commitment to be limited to the EU's exclusive competences and, in the case of concurrent competences, to policies with an irrefutable European added value, without prejudice to the principles of subsidiarity and proportionality;***

Or. fr

**Amendment 10**  
**Claudiu Ciprian Tănăsescu**

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

*Draft opinion*

2. Is convinced that tangible progress on these key EU policies requires a thorough reform with a view to a more effective EU budget based on genuine own resources, with a direct and transparent link to investments in projects with clear European added value for citizens and companies;

*Amendment*

2. Is convinced that tangible progress on these key EU policies requires a thorough reform, ***based on the principles of subsidiarity, solidarity, transparency, sustainability and comprehensibility***, with a view to a more effective EU budget based on genuine own resources, with a direct and transparent link to investments in projects with clear European added value for citizens and companies;

Or. ro

**Amendment 11**  
**Nicola Caputo, Nikos Androulakis**

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

*Draft opinion*

2. Is convinced that tangible progress on these key EU policies requires a thorough reform with a view to a more effective EU budget based on genuine own resources, with a direct and transparent link to investments in projects with clear European added value for citizens and companies;

*Amendment*

2. Is convinced that tangible progress on these key EU policies requires a thorough reform with a view to a more effective EU budget ***that is less dependent on resources transferred from Member States and is*** based on genuine own resources, with a direct and transparent link to investments in projects with clear European added value for citizens and companies;

Or. it

**Amendment 12**  
**Matteo Salvini, Jean-François Jalkh**

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

*Draft opinion*

2. Is convinced that tangible **progress on these key** EU policies requires a thorough reform with a view to a more effective EU budget **based on genuine own resources**, with a direct and transparent link to investments in projects with clear European added value for citizens and companies;

*Amendment*

2. Is convinced that **a** tangible **'fair return' on** EU policies requires a thorough reform with a view to a more effective EU budget with a direct and transparent link to investments in projects with clear European added value for citizens and companies;

Or. fr

**Amendment 13**  
**Nikos Androulakis, Daciana Octavia Sârbu, Carlos Zorrinho, Nicola Caputo**

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

*Draft opinion*

2. Is convinced that tangible progress on these key EU policies requires a thorough reform with a view to a more effective EU budget based on genuine own resources, with a direct and transparent link to investments in projects with clear European added value for citizens **and** companies;

*Amendment*

2. Is convinced that tangible progress on these key EU policies requires a thorough reform with a view to a more effective EU budget based on genuine own resources, with a direct and transparent link to investments in projects with clear European added value for citizens, companies **and the environment**;

Or. en

**Amendment 14**  
**Mireille D'Ornano**

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

*Draft opinion*

2. Is convinced that tangible progress on these key EU policies requires a thorough reform with a view to a more effective EU budget based on ***genuine own*** resources, with a direct and transparent link to investments in projects with clear European added value for citizens and companies;

*Amendment*

2. Is convinced that tangible progress on these key EU policies requires a thorough reform with a view to a more effective EU budget based on ***sound and accountable management of*** resources, with a direct and transparent link to investments in projects with clear European added value for citizens and companies;

Or. fr

**Amendment 15**

**Anneli Jäätteenmäki, Ulrike Müller**

**Draft opinion**

**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

***2a. Welcomes the view presented in the final report of the High Level Group on Own Resources that the reform of the own resources system should be budget neutral; therefore the introduction of new own resources or other types of EU revenue should result in reductions in GNI-based contributions;***

Or. en

**Amendment 16**

**Claudiu Ciprian Tănăsescu**

**Draft opinion**

**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

***2a. Stresses the need for own resources to be designed to support EU policies in key areas of EU competence:***

*consolidating the single market,  
environmental protection and climate  
policy, energy union, and reducing fiscal  
heterogeneity in the single market;*

Or. ro

**Amendment 17**  
**Bas Eickhout**

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

*Draft opinion*

*Amendment*

*3. Believes that own resources based on an electricity tax or motor fuel levy continue to encounter strong political opposition and, in the case of an electricity tax, would overlap with the scope of the EU Emissions Trading System (EU ETS); considers, therefore, that these options are not the most suitable instruments of reform for the current system of own resources;*

*deleted*

Or. en

**Amendment 18**  
**Kateřina Konečná**

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

*Draft opinion*

*Amendment*

3. Believes that own resources based on an electricity tax or motor fuel levy continue to encounter strong political opposition and, in the case of an electricity tax, would overlap with the scope of the EU Emissions Trading System (EU ETS); considers, therefore, that these options are not the most suitable instruments of reform

3. Believes that own resources based on an electricity tax or motor fuel levy continue to encounter strong political opposition and, in the case of an electricity tax, would overlap with the scope of the EU Emissions Trading System (EU ETS); *stresses that the EU Emissions Trading System and this electricity tax cannot exist*

for the current system of own resources;

*at the same time*; considers, therefore, that these options are not the most suitable instruments of reform for the current system of own resources, *because European investors need conditions that are stable in the long term for their investments*;

Or. cs

**Amendment 19**  
**Mireille D'Ornano**

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

*Draft opinion*

3. Believes that own resources based on an electricity tax or motor fuel levy continue to encounter strong political opposition and, in the case of an electricity tax, would overlap with the scope of the EU Emissions Trading System (EU ETS); considers, therefore, that these *options* are not the most suitable instruments of reform for the current system of *own* resources;

*Amendment*

3. Believes that own resources based on an electricity tax or motor fuel levy continue to encounter strong political opposition and, in the case of an electricity tax, would overlap with the scope of the EU Emissions Trading System (EU ETS); considers, therefore, that *taxes levied directly on Member States' citizens* are not the most suitable instruments of reform for the current system of *EU* resources;

Or. fr

**Amendment 20**  
**Nicola Caputo**

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

*Draft opinion*

3. Believes that own resources based on an electricity tax *or motor fuel levy continue to encounter strong political opposition and, in the case of an electricity tax*, would overlap with the

*Amendment*

3. Believes that own resources based on an electricity tax would overlap with the scope of the EU Emissions Trading System (EU ETS); considers, therefore, that the *formulation of such a tax would need to*

scope of the EU Emissions Trading System (EU ETS); considers, therefore, that *these options are not the most suitable instruments of reform for the current system of own resources*;

*be examined particularly carefully*;

Or. it

## **Amendment 21** **Merja Kyllönen**

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

#### *Draft opinion*

3. Believes that own resources based on an electricity tax or motor fuel levy continue to encounter strong political opposition and, in the case of an electricity tax, would overlap with the scope of the EU Emissions Trading System (EU ETS); considers, therefore, that these options are not the most suitable instruments of reform for the current system of own resources;

#### *Amendment*

3. Believes that own resources based on an electricity tax or motor fuel levy continue to encounter strong political opposition and, in the case of an electricity tax, would overlap with the scope of the EU Emissions Trading System (EU ETS); considers, therefore, that these options are not the most suitable instruments of reform for the current system of own resources; *considers it important that the electricity tax does not cause an excessive financial burden on individual households*;

Or. fi

## **Amendment 22** **Nikos Androulakis, Carlos Zorrinho**

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

#### *Draft opinion*

3. Believes that own resources based on an electricity tax *or motor fuel levy continue* to encounter strong political opposition and, *in the case of an electricity tax*, would overlap with the scope of the

#### *Amendment*

3. Believes that own resources based on an electricity tax *continues* to encounter strong political opposition and *it* would overlap with the scope of the EU Emissions Trading System (EU ETS);

EU Emissions Trading System (EU ETS); considers, therefore, that *these options are* not the most suitable instruments of reform for the current system of own resources;

considers, therefore, that *this option is* not the most suitable instruments of reform for the current system of own resources;

Or. en

### **Amendment 23**

**Matteo Salvini, Jean-François Jalkh**

#### **Draft opinion**

#### **Paragraph 3**

##### *Draft opinion*

3. Believes that own resources based on an electricity tax or motor fuel levy continue to encounter strong political opposition and, in the case of an electricity tax, would overlap with the scope of the EU Emissions Trading System (EU ETS); considers, therefore, that these options are not *the most suitable* instruments of reform for the current system of own resources;

##### *Amendment*

3. Believes that own resources based on an electricity tax or motor fuel levy continue to encounter strong political opposition and, in the case of an electricity tax, would overlap with the scope of the EU Emissions Trading System (EU ETS); considers, therefore, that these options are not instruments of reform for the current system of own resources;

Or. fr

### **Amendment 24**

**Bas Eickhout**

#### **Draft opinion**

#### **Paragraph 3 a (new)**

##### *Draft opinion*

##### *Amendment*

**3a. Welcomes the conclusion of the High Level Group on Own Resources (HLGOR) on a motor fuel levy, which finds that it is a strong contender for an own resource given the significant volume of taxation it represents in all Member States, its relatively harmonised base that would facilitate its implementation and the stability of its revenues, as well as the**

*fact that it would contribute to environmental protection and thus to a genuine European common good;*

Or. en

**Amendment 25**  
**Claudiu Ciprian Tănăsescu**

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

*Draft opinion*

*Amendment*

**3a.** *Believes that a reform of the EU own resources system should be based on a combination of new resources stemming from production, consumption and environmental policies, as recommended by the High-Level Group on Own Resources;*

Or. ro

**Amendment 26**  
**Bas Eickhout**

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

*Draft opinion*

*Amendment*

**3b.** *Notes that, according to the HLGOR, a partial transfer of revenue collected by or from Member States from the motor fuel levy to the EU level could provide approximately 30-40 billion euros, whilst it is estimated by another study that a full transfer of this levy to the EU level could yield more than 160 billion euros, enough to finance the entire EU budget;*

Or. en

**Amendment 27**  
**Bas Eickhout**

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

*Draft opinion*

*Amendment*

**3c. Believes that an EU harmonised levy on motor fuel based on the polluter pays principle would help internalise external costs, provide public health and environmental benefits by incentivising the switch to less polluting transport modes thereby reducing government spending on health and environmental interventions, correct the existing distortions in the single market due to 'tank tourism' and, if ring fenced, support investment flows towards sustainable mobility;**

Or. en

**Amendment 28**  
**Anneli Jäätteenmäki, Ulrike Müller**

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

*Draft opinion*

*Amendment*

4. Notes that DG Environment accounts for the second largest volume of fines imposed for non-compliance with EU legislation, amounting to EUR 284 million for the period 2014-2017; calls for revenue stemming directly from EU legislation and its enforcement to be invested in common EU projects with tangible added value;

4. Notes that DG Environment accounts for the second largest volume of fines imposed for non-compliance with EU legislation, amounting to EUR 284 million for the period 2014-2017; calls for revenue stemming directly from EU legislation and its enforcement to be invested in common EU projects with tangible added value; ***recalls, however, that the revenue from fines does not constitute stable means of income to the Union budget;***

**Amendment 29**  
**Matteo Salvini, Jean-François Jalkh**

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

*Draft opinion*

4. Notes that DG Environment accounts for the second largest volume of fines imposed for non-compliance with EU legislation, amounting to EUR 284 million for the period 2014-2017; calls for revenue stemming directly from EU legislation and its enforcement to be invested in common EU projects with tangible added value;

*Amendment*

4. Notes that DG Environment accounts for the second largest volume of fines imposed for non-compliance with EU legislation, amounting to EUR 284 million for the period 2014-2017; calls for revenue stemming directly from EU legislation and its enforcement to be invested in common EU projects with tangible added value, ***without prejudice to the principles of subsidiarity and proportionality;***

Or. fr

**Amendment 30**  
**Claudiu Ciprian Tănăsescu**

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

*Draft opinion*

4. Notes that DG Environment accounts for the second largest volume of fines imposed for non-compliance with EU legislation, amounting to EUR 284 million for the period 2014-2017; calls for revenue stemming directly from EU legislation and its enforcement to be invested in ***common EU projects with tangible*** added value;

*Amendment*

4. Notes that DG Environment accounts for the second largest volume of fines imposed for non-compliance with EU legislation, amounting to EUR 284 million for the period 2014-2017; calls for revenue stemming directly from EU legislation and its enforcement to be invested in projects ***that generate the highest European*** added value, ***including projects designed to combat climate change;***

Or. ro

**Amendment 31**  
**Merja Kyllönen**

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

*Draft opinion*

4. Notes that DG Environment accounts for the second largest volume of fines imposed for non-compliance with EU legislation, amounting to EUR 284 million for the period 2014-2017; calls for revenue stemming directly from EU legislation and its enforcement to be invested in common EU projects with tangible added value;

*Amendment*

4. Notes that DG Environment accounts for the second largest volume of fines imposed for non-compliance with EU legislation, amounting to EUR 284 million for the period 2014-2017; calls for revenue stemming directly from EU legislation and its enforcement to be invested in common, ***socially and environmentally sustainable***, EU projects with tangible added value;

Or. fi

**Amendment 32**  
**Nikos Androulakis, Daciana Octavia Sârbu, Carlos Zorrinho, Nicola Caputo**

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

*Draft opinion*

4. Notes that DG Environment accounts for the second largest volume of fines imposed for non-compliance with EU legislation, amounting to EUR 284 million for the period 2014-2017; calls for revenue stemming directly from EU legislation and its enforcement to be invested in common EU projects with tangible added value;

*Amendment*

4. Notes that DG Environment accounts for the second largest volume of fines imposed for non-compliance with EU legislation, amounting to EUR 284 million for the period 2014-2017; calls for revenue stemming directly from EU legislation and its enforcement to be invested in common EU projects with tangible added value ***to the environment***;

Or. en

**Amendment 33**  
**Matteo Salvini, Jean-François Jalkh**

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

*Draft opinion*

*Amendment*

**4a.** *Takes the view that the conditions are present making it possible to boost 'other revenue' by increasing the contributions third countries need to pay to participate in EU programmes, and the taxes on the salaries of EU staff;*

Or. fr

**Amendment 34**  
**Mireille D'Ornano**

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

*Draft opinion*

*Amendment*

5. Calls for a proportion of the ETS auctioning revenue, from Phase 4 (2021) onwards, to be directed towards concrete common EU projects, such as ***cross-border energy infrastructure (to facilitate the integration of renewables, for example)***, energy storage and investments in breakthrough innovation in industry;

5. Calls for a proportion of the ETS auctioning revenue, from Phase 4 (2021) onwards, to be directed towards concrete common EU projects, such as energy storage and investments in breakthrough innovation in industry;

Or. fr

**Amendment 35**  
**Nikos Androulakis, Carlos Zorrinho, Daciana Octavia Sârbu, Nicola Caputo**

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

*Draft opinion*

*Amendment*

5. Calls for a proportion of the ETS auctioning revenue, from Phase 4 (2021) onwards, to be directed towards concrete

5. Calls for a proportion of the ETS auctioning revenue, from Phase 4 (2021) onwards, to be directed towards ***a Just***

common EU projects, such as cross-border energy infrastructure (to facilitate the integration of renewables, for example), energy storage and investments in breakthrough innovation in industry;

***Transition Fund as it has been proposed by the European Parliament and*** concrete common EU projects, such as cross-border energy infrastructure (to facilitate the integration of renewables, for example), energy storage and investments in breakthrough innovation in industry;

Or. en

## **Amendment 36** **Merja Kyllönen**

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

#### *Draft opinion*

5. Calls for a proportion of the ETS auctioning revenue, from Phase 4 (2021) onwards, to be directed towards concrete common EU projects, such as cross-border energy infrastructure (to facilitate the integration of renewables, for example), energy storage and investments in breakthrough innovation in industry;

#### *Amendment*

5. Calls for a proportion of the ETS auctioning revenue, from Phase 4 (2021) onwards, to be directed towards concrete common EU projects, such as cross-border energy infrastructure (to facilitate the integration of renewables, for example), energy storage and investments in breakthrough innovation in industry, ***with due regard for technology neutrality***;

Or. fi

## **Amendment 37** **Bas Eickhout**

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

#### *Draft opinion*

5. Calls for a proportion of the ETS auctioning revenue, from Phase 4 (2021) onwards, to be directed towards ***concrete*** common EU projects, such as cross-border energy infrastructure (to facilitate the integration of renewables, ***for example***), energy storage and investments in breakthrough innovation in industry;

#### *Amendment*

5. Calls for a proportion of the ETS auctioning revenue, from Phase 4 (2021) onwards, to be directed towards common ***sustainable and low-carbon*** EU projects, such as cross-border energy infrastructure to facilitate the integration of renewables, energy storage and investments in breakthrough innovation in industry;

**Amendment 38**  
**Bas Eickhout**

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

*Draft opinion*

*Amendment*

**5a. Believes that an EU air ticket tax or flight levy based on the carbon intensity of the respective flight is a strong candidate for an own resource, as it would provide market signals indicating the most carbon-efficient competitor among airlines and aircraft manufacturers thereby incentivising the use of sustainable fuels and helping to reduce aviation's environmental footprint; believes that given that neither fuel tax nor VAT are currently levied on air transport, a total potential tax revenue of approximately 40 billion euros in 2016, this would help restore fair competition in the transport sector and go some way towards curbing aviation's growing emissions;**

Or. en

**Amendment 39**  
**Kateřina Konečná**

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

*Draft opinion*

*Amendment*

**5a. Stresses that in order to boost the transition towards a sustainable, circular and low-carbon economy and meet the commonly agreed Energy Union targets, Member States' revenues from the auctioning of emission allowances should**

*in no way be reduced in the future;*

Or. cs

**Amendment 40**  
**Kateřina Konečná**

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

*Draft opinion*

*Amendment*

**5b.** *Stresses that some existing cross-border capacities are currently not being used to their full capacity, or indeed at all, because the energy markets in some Member States are shut off completely; suggests, therefore, that efforts should first go into making sure that full use is made of these existing capacities before new ones are created;*

Or. cs

**Amendment 41**  
**Anneli Jäätteenmäki, Ulrike Müller**

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

*Draft opinion*

*Amendment*

6. Calls for an analysis of whether revenue from commonly agreed national road charging schemes, based on distance, journey time and transport emissions, can be used to fund EU projects promoting the development of low-emission mobility, including incentives for zero- and low-emission vehicles, low-emission alternative energy sources for transport, and sustainable multimodal transport, in particular high-speed railways and inland waterways;

6. Calls for an analysis of whether revenue from commonly agreed national road charging schemes, based on distance, journey time and transport emissions, can be used to fund EU projects promoting the development of low-emission mobility, including incentives for zero- and low-emission vehicles, low-emission alternative energy sources for transport, and sustainable multimodal transport, in particular high-speed railways and inland waterways; *recognizes, however, the possible problems of such approach in remote and rural areas where distances*

*are long and railways and public transport are not available;*

Or. en

**Amendment 42**  
**Bas Eickhout**

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

*Draft opinion*

6. Calls for an analysis of whether revenue from commonly agreed national road charging schemes, based on distance, journey time and transport emissions, can be used to fund EU projects promoting the development of low-emission mobility, including incentives for zero- and low-emission vehicles, low-emission alternative energy sources for transport, and sustainable multimodal transport, in particular *high-speed* railways and inland *waterways*;

*Amendment*

6. Calls for an analysis of whether revenue from commonly agreed national road charging schemes, based on distance, journey time and transport emissions, can be used to fund EU projects promoting the development of *walking, cycling*, low-emission mobility, including incentives for zero- and low-emission vehicles, low-emission alternative energy sources for transport, and sustainable multimodal transport, in particular railways and *low-emission* inland *navigation*;

Or. en

**Amendment 43**  
**Mireille D'Ornano**

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

*Draft opinion*

6. Calls for an analysis of whether *revenue from commonly agreed national road charging schemes, based on distance, journey time and transport emissions*, can be used to fund EU projects promoting the development of low-emission mobility, including incentives for zero- and low-emission vehicles, low-

*Amendment*

6. Calls for an analysis of whether *some of the resources from Member States' contributions to the EU budget* can be used to fund EU projects promoting the development of low-emission mobility, including incentives for zero- and low-emission vehicles, low-emission alternative energy sources for transport, and

emission alternative energy sources for transport, and sustainable multimodal transport, in particular high-speed railways and inland waterways;

sustainable multimodal transport, in particular high-speed railways and inland waterways;

Or. fr

**Amendment 44**  
**Claudiu Ciprian Tănăsescu**

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

*Draft opinion*

*Amendment*

**6a. Calls for an analysis to be made of the possibility of using direct taxation of imported goods produced in third countries with high emissions to finance EU environmental protection projects that create the highest European added value;**

Or. ro

**Amendment 45**  
**Mireille D'Ornano**

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

*Draft opinion*

*Amendment*

7. Believes that possible additional revenue generated from enhanced emission-based contributions by intra-EU aviation should be used to step up research and investment in EU low-carbon aircraft and for further improvements to the efficient use of airspace;

7. Believes that possible additional revenue generated from enhanced emission-based contributions by intra-EU aviation should be used to step up research and investment in EU low-carbon aircraft and for further improvements to the efficient use of airspace, ***in partnership with the International Civil Aviation Organisation (ICAO)***;

Or. fr

**Amendment 46**  
**Bas Eickhout**

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

*Draft opinion*

8. *Believes that revenue from the European Travel Information and Authorisation System (ETIAS) for third-country nationals should be used to invest in research and development in the field of clean and low-emission air transport and in further improvements to the efficient use of airspace, and to boost funding for the European Border and Coast Guard;*

*Amendment*

*deleted*

Or. en

**Amendment 47**  
**Mireille D'Ornano**

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

*Draft opinion*

8. Believes that revenue from the European Travel Information and Authorisation System (ETIAS) for third-country nationals should be used to invest in research and development in the field of clean and low-emission air transport and in further improvements to the efficient use of airspace, *and to boost funding for the European Border and Coast Guard;*

*Amendment*

8. Believes that revenue from the European Travel Information and Authorisation System (ETIAS) for third-country nationals should be used to invest in research and development in the field of clean and low-emission air transport and in further improvements to the efficient use of airspace;

Or. fr

**Amendment 48**  
**Matteo Salvini, Jean-François Jalkh**

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

*Draft opinion*

8. Believes that revenue from the European Travel Information and Authorisation System (ETIAS) for third-country nationals should be used to invest in research and development *in the field of clean and low-emission air transport and in further improvements to the efficient use of airspace, and* to boost funding for *the European Border and Coast Guard*;

*Amendment*

8. Believes that revenue from the European Travel Information and Authorisation System (ETIAS) for third-country nationals should be used to invest in research and development to boost funding for *the border police forces and coastguards of Member States, particularly those most exposed to illegal immigration flows*;

Or. fr

**Amendment 49**  
**Ivo Belet**

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

*Draft opinion*

*Amendment*

*8a. Believes that possible future emission-based shipping contributions should be used to be re-invested in the European shipping sector through research and development funding for cleaner technology and sustainable ships*;

Or. en

**Amendment 50**  
**Mireille D'Ornano**

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

*Draft opinion*

*Amendment*

9. *Calls for an exploration of the possible introduction of an own resource reflecting the carbon content of consumer*

*deleted*

*goods sold in the single market, such as a carbon-added tax (CAT), that would gradually replace a proportion of the current VAT-based own resource.*

Or. fr

## **Amendment 51**

**Nikos Androulakis, Carlos Zorrinho, Daciana Octavia Sârbu**

### **Draft opinion**

#### **Paragraph 9**

##### *Draft opinion*

9. Calls for an exploration of the possible introduction of an own resource reflecting the carbon content of consumer goods sold in the single market, such as a carbon-added tax (CAT), that would gradually replace a proportion of the current VAT-based own resource.

##### *Amendment*

9. Calls for an exploration of the possible introduction of an own resource reflecting the carbon content of consumer goods sold in the single market, such as a carbon-added tax (CAT), that would gradually replace a proportion of the current VAT-based own resource *and of a carbon adjustment mechanism imposed at the EU's borders on all goods entering the Single Market to compensate for the estimated carbon cost of their production compared to EU production.*

Or. en

## **Amendment 52**

**Nicola Caputo**

### **Draft opinion**

#### **Paragraph 9**

##### *Draft opinion*

9. Calls for an exploration of the possible introduction of an own resource reflecting the carbon content of consumer goods sold in the single market, *such* as a carbon-added tax (CAT), *that would gradually replace a proportion of the current VAT-based own resource.*

##### *Amendment*

9. Calls for an exploration of the possible introduction of an own resource reflecting the carbon content of consumer goods sold in the single market, as a carbon-added tax (CAT);

**Amendment 53**

**Matteo Salvini, Jean-François Jalkh**

**Draft opinion**

**Paragraph 9**

*Draft opinion*

9. Calls for *an exploration of the possible* introduction of an own resource reflecting the carbon content of consumer goods sold in the *single* market, such as a carbon-added tax (CAT), that would gradually replace a proportion of the current VAT-based own resource.

*Amendment*

9. Calls for the introduction of an own resource reflecting the carbon content of *imported* consumer goods sold in the *internal* market, such as a carbon-added tax (CAT), that would *replace the EU ETS and* gradually replace a proportion of the current VAT-based own resource.