PARLIAMENT'S POSITION

Amendments submitted to the meeting of the Committee on Budgets of 27-28 September 2021
Draft amendment 208
Tabled by Committee on Industry, Research and Energy

SECTION III — COMMISSION

Item PP 01 21 02 — Pilot project — Support service for citizens led renovation projects

Amend figures as follows:

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Justification:
The continuation of this Pilot in the 2022 budget would be relevant in light of boosting the renovation wave and achieving increased EU energy and climate ambition for 2030 and 2050. In fact, citizen and energy communities play an important role in bundling building renovation projects and thus making them attractive for investments. A ‘Support service for citizens led renovation projects’ help to overcome financial, legal and technical barriers and create demand for integrated energy renovation of residential buildings, a hard-to-reach market segment of the buildings sector.

Draft amendment 4141
Tabled by Eva Kaili, Angelika Winzig, Committee on Budgets

SECTION III — COMMISSION

Item PP 01 21 03 — Pilot project — Promote worldwide a European way to digital innovation rooted in culture

Amend figures and remarks as follows:

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Remarks:
Amend text as follows:

The action intends to promote worldwide a European approach to innovation rooted in arts/culture and values. Such a culture/art-driven approach linking innovation, digital and the arts into local ecosystems of innovation in selected regions outside Europe will help promote a European approach to innovation as an alternative to US and Chinese approaches. This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

The international activities shall cover events (i.e. fairs, exhibitions, workshops, hackathons, and residencies of artists in local start-ups) where local and European businesses/start-ups etc.) where local and European businesses meet with local and European artists and representatives of creative cultural sectors. It is proposed to limit the activities to two selected regions - Africa and Middle East – with The goal will be to create collaborations that can lead to a rethinking of the innovation cycle rooted in cultural priorities and to emerging economies where we expect that innovation rooted in culture
and the arts will resonate most strongly with local thinking. It is suggested to collaborate in these selected regions also with dominant digital players that show an increasing awareness to the worldwide social and environmental impact of digital progress. The action builds among others on the S+T+ARTS=STARTS programme that promotes synergies between the arts and digital technology for a more human-centred innovation. Various presidency conclusions on ‘crossovers from culture to businesses’ have recommended that the European institutions facilitate collaboration between arts and technology for a systemic exploration of business opportunities that overcomes the culture-engineering divide. with Europe.

Type of applicants targeted by the call for proposals: Art institutions and foundations, digital industry and industry/start-ups in various sectors interested in linking digital and art, development organisations, and culture organisations working on international level. The activities should be limited to a number of selected regions where it is expected that innovation rooted in culture and the arts will resonate with local thinking. Sub-Saharan Africa and the Middle East are chosen as regions where European presence could be reinforced by a culture-driven approach to innovation. Silicon Valley is a region where such considerations could be based on increasing sensitivity of dominant players in the digital sector.

Add following text:

Description of the activities: Residencies of artists in local start-ups/companies (via third party funding), exhibitions, workshops, transfer of digital technologies to local industry, educational measures...

Justification:

The European Union is part of a global innovation race. One might argue that this race is today based mainly on priorities put forward by US and China rooted in markets and growth as the dominant drivers. There is now an opportunity to promote worldwide a European model of social and environmental innovation rooted in arts and culture. This action will help start a process on an international level where a European way is promoted as an alternative pathway to the future for emerging economies.

Draft amendment 4352

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 01 21 03 — Pilot project — Promote worldwide a European way to digital innovation rooted in culture

Amend figures and remarks as follows:

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Remarks:

Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

The international activities covered will comprise events (fairs, exhibitions, workshops, hackathons, etc.) where local and European businesses meet with local and European artists and representatives of cultural sectors. The goal will be to create collaborations that can lead to a rethinking of the innovation cycle rooted in cultural priorities and to emerging business opportunities with Europe.

The activities should be limited to a number of selected regions where it is expected that innovation rooted in culture and the arts will resonate with local thinking. Sub-Saharan Africa and the Middle East are chosen
as regions where European presence could be reinforced by a culture-driven approach to innovation. Silicon Valley is a region where such considerations could be based on increasing sensitivity of dominant players in the digital sector.

Justification:
Doubtful future efficiency of this spending.

Draft amendment 4003
Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Item PP 01 21 05 — Pilot project — European entrepreneurial E-learning platform helping SMEs to adapt to the current context

Amend figures and remarks as follows:

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Remarks:
After paragraph:
The pilot project should complement the current actions ......... access to relevant information to all SMEs in Europe.

Add following text:
This preparatory action received a B grade following the European Commission’s assessment in 2020 and it is currently under implementation. Based on the dialogue with the European Commission and the results of the action, we seek to continue its implementation by extending the number of beneficiaries, especially from the regions with a lower level of information (like the Central and Eastern European Countries), and the types of information and interactions covered by the project. This preparatory action seeks to create an entrepreneurial online education platform designed to help European SMEs adapt to the current context. The platform will contain for example best practices in Europe, the EU funding solutions, trainings and interactive modules, peer-to-peer communication and free consultancy to beneficiaries. The online platform will integrate the training and consultancy modules, the expertise and the know-how used by the SME instrument mechanisms. This will enable a speedy implementation of the platform. The preparatory action will seek the identification of local support stakeholders designed to animate the platform with local information and content, sometimes also in the local language.

Justification:
The SARS-COV2 pandemic has changed business models and, as a result, European entrepreneurs should be equipped with the skills to fully enjoy the benefits of the Single Market regardless of the period we are passing through. Unfortunately, only 17 % of SMEs have so far successfully integrated digital technology into their businesses and this low integration has led to an incapacity of SMEs across Europe to adapt to the current crisis. The European Parliament’s resolution on a new strategy for European SMEs acknowledges these skills mismatches and shortages.

Draft amendment 4071
Tabled by Christian Ehler, Monika Hohlmeier, Sabine Verheyen
SECTION III — COMMISSION

Add: PP 01 22 01

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**Heading:**

*Pilot project — European Fellowship for Researchers at Risk*

**Remarks:**

Add following text:

This pilot project will develop a European Fellowship Scheme to support Researchers at Risk.

The pilot project will develop the procedures for the selection of grantees (assessing their risk and awarding them the fellowship) and for matching grantees with host institutions in Europe. Existing national and non-governmental schemes existing in Europe could be relied upon.

Furthermore, through the established procedures the pilot project will award fellowships to researchers at risk in two tracks with 10 fully-funded placements in each track:

*Track 1: Urgent placements for researchers at risk (outside the refugee process)*

*Track 2: Refugee researchers and follow-up placements for at-risk candidates outside refugee process*

**Legal basis:**

Add following text:


**Justification:**

European support for researchers at risk is fragmented and too limited (shown e.g. during the Afghan crisis), so European support is needed. There is no European mobility programme that could address this challenge as MSCA are driven by excellence and Erasmus+ is not meant to support researchers. As the support should also cover European countries, EEAS instruments are not suitable either. This pilot project would develop a suitable structure for this Fellowship to become a fully-fledged European programme in the future.

Draft amendment 4091

Tabled by Maria Da Graça Carvalho, Lina Gálvez Muñoz, Susana Solís Pérez, Victor Negrescu, Georgios Kyrtsos, Patrizia Toia

SECTION III — COMMISSION

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### Heading:

**Pilot project** — Establish new common methodologies, including metrics and statistics and using data analytics, which are more adequate to analyse the gender gap in investments in innovative ventures at regional, national and European level (in particular EIC, EIF and EIB)

### Remarks:

Add following text:

*Data is power and it could be used to target the development of financial products respectful of gender equality and diversity, to ensure that the innovation ecosystem empowers women-led venture capitals, women entrepreneurs and women-led business teams.*

Currently, the OECD, the EuroStat and the EIGI collect data about several gender aspects, but they require a certain harmonisation in order to be instrumental in addressing the gender gap. The methodologies and metrics used should be brought together to create a more holistic view and be able to use additional data allowing monitoring and evaluation of progress and policies. In addition, more regular and improved analytical studies need to be conducted to ensure the relevance of collected data (the latest analytical studies - European Commission, 2014; OECD, 2014 - on female entrepreneurship are based on data of nearly a decade ago).

### Legal basis:

Add following text:


### Justification:

The EU institutions should invest in the structural and long-term collection of high-quality data providing the insights and are the basis for effective policy making. Data should include information on female entrepreneurship (including start-ups and scale ups), investment in female-led companies, female roles in VC’s, female-led fund sizes, performance of female-led companies and funds and their impact on the economy. Certain KPIs should be developed to monitor progress towards the gender equality targets.

EQUALITY

### Draft amendment 4142

Tabled by Eva Kaili, Committee on Budgets

### SECTION III — COMMISSION

**Add: PP 01 22 01**

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### Heading:

**Pilot project** — Innovation Radar Bridge - Building links and increased activity between Innovation
**Radar innovators, European investors and policy makers.**

**Remarks:**

Add following text:

*Thousands of EU-funded innovators developing innovations with market potential are being detected by the data-driven Innovation Radar initiative. A pilot could meaningfully address the clearly visible opportunity to create a data-driven approach for building links between these communities via: (a) a digital platform; and, (b) targeted events (in person, virtual and hybrid). The Innovation Radar Bridge instrument can be linked directly with the European digital Innovation Hubs. This can lead to not only a measurable increase in interactions between these communities but also growth in the injection of private growth capital into the commercial ventures of EU-funded innovators. This would build on the ‘European Startups’ EP pilot project that ends in Q1 2022.*

* A thriving and growing community of EU-funded innovators developing innovations that are ‘market ready’ is emerging from programmes managed by the EC such as Horizon Europe, LIFE programme and the Digital Europe Programme (all of which use the Innovation Radar method to detect such innovative potential at early stages). However, many in this community do not have strong natural links to European investors, who are seeking investment opportunities in key areas relating to Digital, Deep tech, Blockchain and Green Deal related breakthroughs. Moreover, there is a need to strengthen the links between these communities and policy makers (EU, National and Regional), given the strong contribution such innovations can make to key policy priorities such as Climate change, COVID recovery and the Digital transition.*

**Legal basis:**

Add following text:


**Justification:**

The EC already is working on bridging innovators with investors (but not policy makers), however this initiative focuses exclusively on innovators funded by the European Innovation Council (= 12% of Horizon Europe budget). The European Commission does not have a targeted initiative to build bridges between innovators, investors and policy makers funded under the remaining 88% of the Horizon Europe budget (nor for the innovators funded under DEP and LIFE).

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**Draft amendment 4584**

**Tabled by Eva Kaili, Committee on Budgets, Eva Maydell, Damian Boeselager, Committee on Budgets, Victor Negrescu, Rasmus Andresen, Nicolae Ștefănăță, Committee on Budgets**

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**SECTION III — COMMISSION**

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**Heading:**
Pilot project — Monitoring European Policies via the EU data ecosystem

Remarks:

Add following text:

The objective of the pilot project is to develop and implement an organic system of dashboards and cockpits to allow policy makers and citizens to follow the implementation of the key EU budgetary policies linked to the European Commission priorities and the implementation of the 2021-2027 Multiannual Financial Framework.

The extensive use of analytics to monitor the implementation and execution of the European budgetary policies is currently not exploiting the full potential that data can offer in this area. Monitoring and dashboarding is currently quite scattered by thematic areas or associated to specific actors and an overall detailed framework is still to be fully developed. The use of modern data management and business intelligence techniques offer the potential to exploit the wealth of data available in the Commission and to provide easy to use and intuitive visualisation and story-telling solutions drawing on an appropriate data ecosystem to answer to questions such as:

- How is the implementation of the Green Deal progressing based on available data;
- What are the progress achieved by the MFF initiatives at a given point? The action would cover the development of the data ecosystem and the associated solutions to provide an answer to this kind and other similar questions with the establishment of easy-to-consult dashboards and cockpits (set of interrelated dashboards) for citizens and policy makers. The proposed activities will be integrated in the EU budgetary performance framework and will complement and foster the on-going initiatives of the European Commission, of the European Parliament and of the Council in this area, such as thematic policy scoreboards, knowledge repositories and monitoring systems.

Legal basis:

Add following text:


Justification:

In the coming years, monitoring and evaluating the implementation of the European budgetary policies on the basis of factual information for taking adaptive measures and shaping the evolution of the policies themselves will rely more and more on data. Developing and offering solutions for exploiting the data ecosystem associated to the European policies and the 2021-2027 MFF would provide citizens and policy makers with evidence based information and data-based insights.

Draft amendment 168

Tabled by Committee on the Environment, Public Health and Food Safety

SECTION III — COMMISSION

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Pilot project — Development of an automated database to collect and structure non-animal methods (NAMs) for use in biomedical research

Remarks:

Add following text:

The overall objective of this pilot project is to create the first EU public database of human biology-based models and non-animal methods, providing open access to the scientific community with project evaluators and ethical review committees among others.

Roughly 10 million animals are used in procedures for research and testing across the EU each year and about 200 million worldwide. In 2017, the European Commission DG JRC EUR L ECVAM embarked on a series of studies to review available and emerging non-animal models (NAM) being used for research in seven disease areas: 1) respiratory tract diseases 2) breast cancer 3) immune-oncology 4) immunogenicity of advanced therapeutic medicinal products 5) neurodegenerative disorders, 6) cardiovascular diseases and 7) autoimmunity. In 2020, the two first studies (on respiratory tract diseases and breast cancer) were published while the others will follow in 2021. In spite of this remarkable effort, this work is in danger of quickly becoming outdated, given that the rapid increase in knowledge is accompanied by a decrease in the useful lifespan of that knowledge. Therefore, the aim of this pilot project is to develop an artificial intelligence (AI) automated database that collects and structures the NAMs in use for biomedical research. NAMs corresponds to in vitro methods based on human cells and engineered tissues or in silico approaches employing computer modelling and simulation. Using AI to mine the vast body of published literature enables the creation and maintenance of an up-to-date, state of the art knowledge source collating NAMs applied to biomedical research. Moreover, the AI approach will allow the development of a sustainable design and implementation of the platform, which can be easily maintained by a third party and further refine through a community based support.

By understanding and sharing information on successful NAMs in biomedical research, it is expected that the transition of the scientific community towards human biology-based methodologies will be encouraged, facilitated and potentially accelerated. In fact, the use of human biology-based models and methods is vital to improve the relevance of biomedical research, to enhance the likelihood that results will translate to patients and to accelerate the transfer of research results into clinical and public health practices.

The use of AI is vital for the automation and cost-effective retrieval of the huge amount of data which will be required to ensure that the knowledge remains updated and current. In fact, the application of AI has already proven its worth and is frequently used by EU institutions such as EFSA for the automation of evidence-based science.

Objectives:

Ultimately, this project will result in the development of the first EU public database of human biology-based NAM for biomedical research. This will be achieved through the following objectives:

- Combine the results of the existing seven studies from DG JRC EUR L ECVAM to create an initial database.
- Apply these results to enable training of an AI-boosted algorithm that will further populate the database and ensure it is kept up-to-date.
- Design further integrations to expand the database to include NAMs for other human diseases.
- Develop a user-friendly web interface to facilitate public searches of content and allow filtering for NAM for specific human diseases.
- Provide recommendations on how to successfully deploy this AI-boosted NAM database to the scientific community.

- Provide specific recommendations to ensure long term sustainability of the database to all stakeholders (scientific community at large as well as Member States and competent authorities responsible for project evaluation).

Legal basis:

Add following text:


Justification:

Europe should lead the human-biology-based biomedical research era by providing a NAM database, in the same way that the USA has provided public databases such as PubMed and Clinicaltrials.gov. Collecting NAM in one coherent, up-to-date AI-driven database will reinforce the leading position of Europe to contribute to the 3Rs (replacement, reduction, refinement) principles enshrined in Directive 2010/63/EU and ensures continual alignment with rapid advances in the non-animal technologies to help promote the use of data for a better understanding of human diseases.

Draft amendment 179

Tabled by Committee on Women's Rights and Gender Equality

SECTION III — COMMISSION

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Heading:

Pilot project — Travel patterns of women as carers during COVID-19

Remarks:

Add following text:

Travel patterns of women as carers (performing informal/unpaid care providing 80% of all care in EU) and impact of COVID-19 / general comparable EU wide data set and study

- What does COVID-19 meant for women carers now and how can we mitigate its consequences in the light of future pandemic, this relates to female carers’ transport choices as well as access to aforesaid transport

- What can cities do as part of the immediate and longer-term response in regard to travel patterns and means of transportation of female carers to deliver adequate services designed for their specific needs; encompassing their transportation needs whilst taking into account female carers travels between urban areas and peripheral/rural areas

- The impact of the development of sustainable transport system on the travel patterns of female carers.
- Additionally, the research on mobility during COVID-19 pandemic related to care encompassing different categories of care (in view of potential future lockdowns or new pandemics, rapidly ageing societies, climate change challenges ahead)

- Ways to address challenges and women carers’ (having often lower income, being more susceptible to threats of violence etc.) commuting patterns while planning a city (especially when cities are envisaging the cars ban in their centres and to promote urban sustainable transport and phasing out of fossil fuel cars which are cheaper than the electric ones) to avoid deepening economic exclusion of female carers, actions at various levels (municipal/regional/european) developing as well new tools thanks to new technologies.

Legal basis:
Add following text:


Justification:
EC is working on the Carers Strategy, the key employees in the face of the pandemic, thus we should identify their travel patterns to assess the future urban and suburban planning. The Commission’s SUMP package doesn’t cover and mention the position of female carers and the specifics of travel patterns and its implications of female carers between cities and rural/peripheral areas. EC’s ongoing study on social dimension and EU transport does not focus on women carers and the impact of COVID-19.

Draft amendment 209
Tabled by Committee on Industry, Research and Energy

SECTION III — COMMISSION

Add: PP 01 22 01

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Heading:
Pilot project - European Cultural and Creative Industries Innovation Platform

Remarks:
Add following text:

In light of the wide integration of the Cultural and Creative Industries (CCI) as one of the 14 industrial ecosystems and thereby into the heart of the European Union policies, accompanied by different funding opportunities, we need to ensure a high diversity of innovation in Europe and a leading role for European industries combining innovation, education, research, especially in the CCIs.

The objective of the pilot project is to close the gap between program funding opportunities for innovators and the involvement of potential participants from different sectors of the cultural and creative industries through a bridging format, an online platform.

The aim is to build, launch, implement and importantly scale-up a pilot online platform as central point of
The following actions need to be done to ensure that the EU innovation funding is reaching the CCI innovators as it should do:

Monitoring and Knowledge: Offering knowledge exchange and peer-to-peer learning to facilitate more innovators to participate and leverage the EU innovation policy.

Match Making: connecting partners and capacity building of stakeholders to collaborate and to participate in innovation policies and programs.

Planning and Execution: Increase of capacity and knowledge building of stakeholders through technical support with the Preparation, drafting and implementation of applications.

Communication: Help setting up communication strategies through media contacts and/or coverage including transnational and national media partners.

Justification:

Funding programs, e.g. Horizon Europe, do not sufficiently manage to involve stakeholders from the CCI sector into their funding due to existing gaps between funding opportunities and participation of, e.g. SMEs and start-ups. To ensure the programs work effectively and stimulate a new impetus for cross sectoral innovations through CCI, it is important to facilitate collaborative platform networks early on. This new platform will support engagement approaches, provide knowledge, stimulate European creative pioneers and cross-sectoral innovations.

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Draft amendment 47

Tabled by Committee on Legal Affairs

SECTION III — COMMISSION

Add: PP 01 22 01

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Heading:

Pilot project — Democratic Forum on Artificial Intelligence

Remarks:

Add following text:

When we talk about artificial intelligence (AI), we talk about benefits and/or risks on a scale not previously known, taking into account its intrinsic power. The massive rollout of AI entails a technological leap that is already causing very substantial changes in the labour market, in the relationship with public authorities, in personal relationships and even in our own domestic life, and these trends will only increase in the near future.

Striking the right balance between benefits and costs requires debate and conversation. There is a need to incorporate the public into the debate for them to grow fully cognisant of the implications of AI. As the
ethical debate goes beyond algorithms or data, it cannot be reduced to a group of experts, engineers, operators, legislators nor even companies, associations or groups of users, and leave the citizens behind. Such a disruptive technology has to be subject to democratic scrutiny. The whole society has to be aware of this reality and count with all the elements to make informed decisions about the model of society they want.

The Democratic Forums on AI will be organised to guarantee a mature public debate around AI technologies, its future design and uses, in order to support our public services and enhance our common European principles and values (inclusion, plurality, solidarity, cooperation, etc.) defining the democratic AI of the future. The conclusions of the Democratic Forums for AI will be compiled and summarised into guidelines for experts, engineers, operators, companies, associations and legislators.

Legal basis:
Add following text:


Justification:
It is our duty to guarantee a mature public debate around AI. Citizens need to understand the main concepts so they can take their own informed decisions. Democratic Forums of AI will raise society awareness on the opportunities and challenges that AI technologies entails, to guide the democratic technological development of our societies, including an ethical perspective of AI from the external.

Draft amendment 308
Tabled by Committee on Legal Affairs

SECTION III — COMMISSION

Add: PP 01 22 01

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Heading:
Pilot project — Novel forms of contracting in the digital economy

Remarks:
Add following text:

The objective of this PP is to analyse novel forms of contracting in the digital economy, such as for example, contracts exclusively concluded through smart products that operate autonomously or through voice-enabled smart assistance. While these technologies are promising for both citizens, consumers and businesses, new forms of AI-based contracting raise the question if national and EU private laws are adapted to these situations. Existing problems and obstacles in national and EU private laws to the (cross-border) use of those novel forms of contracting needs to be assessed. Potential contract law issues to be looked at:

- the conclusion of a contract (under which conditions and to what extent are contracts, in which
autonomous devices are involved, binding for the parties)
- the consequences of errors (who bears the responsibility of errors caused by a smart product/incorrect voice transmission)
- information requirements imposed on the trader

Legal basis:

Add following text:


Justification:

Possible actions at EU level to allow citizens and businesses, in particular start-ups and SMEs, to use the novel forms of contracting (for example through smart products operating autonomously or through voice-enabled smart assistance) in a way which safeguards the interests of both sides of the contract need to be analysed. Legal uncertainty could be the consequence if contract law is not adapted. Different approaches in national laws could lead to fragmentation. Both would restrict the potential of the EU digital economy which is important for the post COVID recovery.

Draft amendment 4033

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 02

| Heading: Pilot project — Digital Hubs Network |
| Remarks: Add following text: |

This pilot project received an A grade following the EC assessment in 2016 and has been implemented. We seek to re-initiate the implementation of the project, taking into consideration the impact of the pandemic, understand and enhance the potential of digital hubs and accelerators across Europe in making them work better together in the current context, develop common projects and construct a digital community that can increase the European competitiveness in this sector.

The aim of the pilot project is therefore to further connect all the European digital stakeholders and hubs in order to develop an integration and cooperation plan designed to generate common projects and the creation of European digital accelerators that can use the full potential existing across Europe while dealing with the new challenges (medical, digital, environmental).

The project will try to target the most innovative hubs and accelerators, with high added-value and multiplication effect potential. The project will therefore consist in the identification of the network of
hubs and accelerators and of their comparative advantages, the assessment of their current status, after the pandemic, and their development and cooperation potential, the creation of an active and animated experts and stakeholders working group, the generation of a common integration plan based of concrete projects and the elaboration of policy solutions that can help reinforce the ties and the cooperation between the European hubs and accelerators.

Legal basis:

Add following text:


Justification:

There are hundreds of startup accelerators in Europe today. By connecting the thousands of digital hubs and their members through animated mechanisms and projects, Europe can develop a cross-border Silicon Valley useful for all member states. But the pandemic has harmed the process. We have to understand the impact generated by the medical crisis and see how the existing networks and actors have adapted and can be helped to adapt in the future.

Draft amendment 4143

Tabled by Eva Kaili, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 02

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Heading:

Pilot project — EU Innovation Procurement Observatory

Remarks:

Add following text:

Aim is to setup an observatory that tracks Member States initiatives and investments on innovation procurement in the digital economy and that engages public buyers, policy makers and citizens across Europe to share good practices. Using public investments smartly to speed up the adoption of innovative solutions is crucial for successful digital, green economic recovery. Europe needs to step up its game to safeguard its global competitiveness. This project, as a cooperation between the EP and the EC, could help raise political visibility and impetus across Member States to make this happen.

Greater political engagement with continued regular EU wide monitoring can reinforce the impact of economic recovery plans. It can encourage Member States to set higher ambitions for modernising public services with more cutting-edge digital solutions, which creates simultaneously high value jobs, including for innovative startups and SMEs.

Legal basis:
Add following text:


**Justification:**

Several Council conclusions and EP resolutions have called on the EU and Member States to reinforce innovation procurement, in particular for strategic digital solutions that are key for economic recovery. First EU wide benchmarking (SMART 2016/0040) revealed that Europe is underinvesting with a factor 3 in innovation procurement of digital solutions compared to its major trade partners.

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**Draft amendment 210**

Tabled by Committee on Industry, Research and Energy

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**SECTION III — COMMISSION**

**Add: PP 01 22 02**

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**Heating:**

**Pilot project - PRAGMATIC RESEARCH - EUROPEAN RECOMMENDATIONS ON NUTRITIONAL STANDARDS OF CARE FOR CHILDREN AND ADOLESCENTS WITH CANCER**

**Remarks:**

Add following text:

**Background:** Current practices in assessing nutritional status of children and adolescents with cancer at diagnosis, treatment and follow up may vary across Europe. Nutrition could play an important role during treatment, in recovery and in life after cancer. The practice of identifying patients in need of targeted nutritional approaches may also be heterogeneous and potentially associated with differences in treatment outcomes.

**Goal:** Deliver high quality, consistent and evidence-based nutritional assessment and care to children and adolescents with cancer across Europe, including identification of and tailored interventions to high-need groups.

**Objective/Expected Outcome:** To establish a European Nutritional Health Framework for Children and Adolescents with Cancer

**Methods:**

Constitution of a Pan-European Expert Steering Group, including multi-disciplinary professionals and parent/patient representatives;

Mapping of existing nutritional assessment practices across paediatric cancer units in Europe;

Literature review on best practices;

Analysis of mapping and systematic review results;
Formulation of European Recommendations through an inclusive participative approach;  
Manuscript  

Justification:  
Current practices in assessing nutritional status of children and adolescents with cancer at diagnosis, treatment and follow up vary across Europe. There is a need to deliver high quality, consistent and evidence-based nutritional assessment and care to children and adolescents with cancer across Europe, including identification of and tailored interventions to high-need groups. As nutrition could play an important role during treatment, in recovery and in life after cancer, ideally would be have a European Nutritional Health Framework for Children and Adolescents with Cancer.

Draft amendment 4034  
Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION  
Add: PP 01 22 03

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Heading:  
Pilot project — Digital skills: new professions, new educational methods, new jobs  
Remarks:  
Add following text:  
This pilot project received a B grade following the EC assessment in 2015 and has been implemented by focusing on a specific part of digital skills and professions. We seek to re-initiate the implementation of the project by integrating the new results and evolutions in the field, while extending the goals, actions, methods and professions to new groups of beneficiaries. The objective of this pilot project is to prepare the European economy, the job market and the educational frameworks to the new digital skills by stimulating the recognition of the new digital professions and by creating the common methodology that will enable the European member states to be in the front run of this new digital revolution. The project will consist in the creation of new working groups of experts from member states that will exchange ideas and propose solutions on how the educational system could prepare people for the new digital skills, on the definition and recognition of these new professions or on the new requirements, demands and the new social status of these new digital jobs. The goal of this project is to produce the necessary materials and proposals that will enable the EU and the members to prepare for this new swift in the European economy. Specific activities carried out under this pilot project will result in a consultation process among Member States and stakeholders in the field of education, social services or job market.

Legal basis:  
Add following text:  
Justification:
This pilot project will modernise the educational system according to the new trends so that people will be prepared for new digital skills enabling them to recognise and identify the requirements, demands and social status of these new digital jobs.

Draft amendment 211
Tabled by Committee on Industry, Research and Energy

SECTION III — COMMISSION

Add: PP 01 22 03

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Heading:
Pilot project - Operative Citizen Science Hubs in Local Government Authorities

Remarks:
Add following text:

Promoting excellent research and transparency with regards to decision making represent key challenges for the European Union. The development of a fertile environment for fruitful stakeholder interaction could secure scientific integrity and organizational governance but also increase their extroversion to society. Yet, for substantial cooperation among society, government, business, research, and academic actors to take place, we need to adopt more porous institutional governance and operating models, which would allow enhancing the use of citizen science as a way of improving the quality, depth, and impact of research.

Citizen participation in research could ensure local expert knowledge and support a cost-effective, large scale, joint collection of information. Supporting increased participation could contribute to higher public awareness and could provide the evidence needed to structure societal perceptions. To effectively promote citizen science as an acknowledged way of doing and supporting science in Europe, we must first understand which stakeholder interactions drive citizen science, how these are supported institutionally -if they are at all and with what results. Next, we need to establish sustainable, operative, transdisciplinary hubs for mainstreaming, stimulating and supporting excellent citizen science.

The objective of this project is to set up and operate Citizen Science Hubs in Local Government Authorities. The goal is to understand the institutional structure and capacity as well as the requirements and motivations of the quadruple helix stakeholders with respect to the establishment of Citizen Science Hubs. Drawing on the conclusions of the project, the best practices will be examined in order to proceed with sustainable institutional changes that would allow the establishment of transdisciplinary hubs for stimulating and supporting citizens' science excellence.

Justification:
Citizen Science Hubs in Local Government Authorities will provide a more effective framework for the wealth and sustainability of research results. At the same time, these hubs will offer to citizens to get active roles in the dissemination of scientific results at the highest policy and advisory levels, bring closer local society and Local Government Authorities themselves, and thus supporting societal, democratic, economic and scientific principles.
Draft amendment 4035
Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

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Heading:

Pilot project — Digital sport activities

Remarks:

It has been repeatedly stated by specialists and the European Commission that the number of people who engage in sports is directly correlated with physical and mental health benefits. During the coronavirus pandemic, the percentage of people who exercise has decreased drastically across Europe. As mentioned in the European Parliament’s motion for a resolution on the impact of COVID-19 on youth and sport, over 2% of the total GDP came from sports with over 5 million jobs at EU level, thus the development and use of quality digital tools in sport activities is of the utmost importance to help the sector heavily affected by the pandemic.

In the same time, initiatives such as HEPA and ‘Tartu call for a healthy lifestyle’ were not able to offset the negative impact of lockdowns on people’s ability and will to exercise. Therefore, there are serious concerns about returning to pre-pandemic exercise levels and people doing sports while they are still experiencing the restrictions generated by the pandemic.

This new reality generated by COVID-19 underlines the need for a renewed emphasis on digital sport activities that does not require a gym or other facilities and can be performed with little equipment. Our preparatory action seeks to create a platform where European sport creators can propose a multitude of activities and sporting classes for EU citizens that can be easily done in the context of the pandemic. This platform should include guidance on nutrition, sleeping patterns and ultimately build a community between people passionate about staying healthy and engaged.

Legal basis:

Add following text:


Justification:

The pandemic has generated a change in sporting practices and activities, a lot of the trainers, sports creators and people that do sports have switched to digital platforms, offering guidance and solutions to keep fit. Our project seeks to take into consideration this new trend, enhance its potential and democratize access to such new digital sports features while in the same time evaluating if this could generate a new, adapted and functioning business model for European sports.
Draft amendment 4671

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 05

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Heading:

Pilot project — Developing the use of new technologies and digital tools in education

Remarks:

Add following text:

This pilot project received a B grade following the EC assessment in 2015 and has been implemented focusing on specific new technologies and digital tools in education. We seek to re-initiate the implementation of the project by taking into consideration the results and what has been achieved until now. In the same time the project will consider the new European Action Plans, strategies and results obtained through different EU funded projects. The objective of this pilot project is to go beyond the initial achievements of the 2015 pilot project and to update, enlarge the goals and identify the different and best European models/best practices in terms of use of new technologies and of the digital tools in education. The project aims to improve the awareness and knowledge in key target groups of the advantages of digital education and of the mechanisms that will enable the development and the implementation of European new technology educational tools.

Legal basis:

Add following text:


Justification:

The pilot project will enable to identify the good practices, create exchanges between professionals in digital education and will contribute in creating and improving activities that may increase the use of new technology in education. Specific activities carried out under this pilot project would be defined after a consultation process among Member States and stakeholders in the field of education and educational policies.

Draft amendment 4037

Tabled by Victor Negrescu, Committee on Budgets
SECTION III — COMMISSION

Add: PP 01 22 06

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Heading:

Pilot project — European remote-mentorship platform

Remarks:

Add following text:

Before the pandemic, mentorship was one of the most efficient non-formal ways for education. Unfortunately, during the pandemic the new mentorship community faced huge problems and had difficulties to adapt to the new digital and remote environment. Despite this fact, different innovations have appeared across Europe seeking to offer mentorship a new digital dimension.

The pilot project seeks to explore the potential of remote mentorship by developing a European platform offering mentors and learners an infrastructure to connect and share best practices, tools and content. The project could be an interesting feature to the European Digital Education Action Plan as this issue has been unfortunately forgotten in the strategy.

Legal basis:

Add following text:


Justification:

Before the pandemic, mentorship was one of the most efficient non-formal ways for education. Unfortunately, during the pandemic the new mentorship community faced huge problems and had difficulties to adapt to the new digital and remote environment. Despite this fact, different innovations have appeared across Europe seeking to offer mentorship a new digital dimension. The pilot project seeks to explore the potential of remote mentorship at European level.

Draft amendment 4038

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 07

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Heading:

Pilot project — European School and Children Psychologists network and management of the new
mental health conditions generated by the pandemic

Remarks:

Add following text:

The current pandemic has generated a huge negative impact on children’s mental health conditions generated either by the medical crisis, the lockdown or the new digital education environment. Across Europe, data show a huge increase of mental health problems among European children and a spike of medical consultations of psychologists by young people.

Our project seeks to identify and come up with a set of adequate solutions at European level by enhancing cooperation between Member States and experts in the field. We therefore seek to create a European School and Children Psychologists network bringing together relevant expertise, know-how and experiences that could help draft a set of recommendations and guidelines for educational systems on how manage the pandemic and digital education mental health issues.

Legal basis:

Add following text:


Justification:

The current pandemic has generated a huge negative impact on children’s mental health conditions generated either by the medical crisis, the lockdown or the new digital education environment. Across Europe, data show a huge increase of mental health problems among European children and a spike of medical consultations of psychologists by young people. Reenforcing cooperation on this matter at European level seems not only useful but an adequate solution to a pan-European issue requiring the best set of solutions available across Europe.

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Draft amendment 4039

Tabled by Victor Negrescu, Committee on Budgets

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SECTION III — COMMISSION

Add: PP 01 22 08

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Heading:

Pilot project — Fighting school-dropout generated by the pandemic

Remarks:

Add following text:

The pandemic has generated an increase in school-dropout across member states, with a particular significant increase in the countries already dealing with huge problems in the field. Due to the low quality of the digital transformation of education, the lack of inclusiveness of the online digital formats
and the disappearance of additional social benefits and programs stimulating school participation, the number of children attending schools has dropped down severely in many member states.

In order to prevent a potential spike in school-dropout it is important to study and evaluate the situation and potential solutions that can be put in place to prevent the problems but also to reintegrate the early-leavers back in school. The pilot project will consist in assessing the best solutions that could be put into place in order to deal with the school-dropout generated by the pandemic and that could be integrated in EU and national policies and measures financed through EU funds or the Recovery and Resilience Facility.

Legal basis:

Add following text:


Justification:

The pandemic has generated an increase in school-dropout across member states, with a particular significant increase in the countries already dealing with huge problems in the field. Due to the low quality of the digital transformation of education, the lack of inclusiveness of the online digital formats and the disappearance of additional social benefits and programs stimulating school participation, the number of children attending schools has dropped down severely. The projects seeks to find an adequate solution to school-dropout generated by the pandemic.

Draft amendment 4040

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 09

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Pilot project — Fiscal digital education and tax payment

Remarks:

Add following text:

This pilot project received a B grade following the EC assessment in 2015 and has been implemented. We seek to re-launch the implementation of the project as fiscal methods and tools have developed with the appearance of cryptocurrency, blockchain and new technologies. In the same time the appearance of new EU own resources and the EU legislation bring additional features worth mentioning.

The objective of this project is to use and extend the existing European network of national and local digital promoters of fiscal education and tax payment. The project will result in the further development of the digital online platform with new extensions that could take into consideration the new evolutions, new groups of beneficiaries and ways to improve the integration with the users.
Legal basis:

Add following text:


Justification:

The pilot project will increase the fiscal education of European citizens and will decline tax evasion by developing and improving the role and impact of the European network of national and local digital promotes of fiscal education and tax payment. The project will also assess what has been achieved and identify new ways to develop the already existing actions.

Draft amendment 4041

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 10

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Heading:

*Pilot project — Gamification of education*

Remarks:

Add following text:

*Gaming is transforming our culture and redefining the ways that people consume entertainment. It is rapidly becoming one of the most important and influential medium of our time. Needless to say, gaming has become a common cultural and entertaining content that people are used to. The pandemic has shown that gaming has the capacity to play an educational role if it is used wisely. More and more games have been developed for educational purposes while the gamification of existing education content proved to be a successful and efficient tool for learning. Moreover, the new educational digital playgrounds proved a successful and efficient alternative to traditional online education especially for early childhood online education.*

This pilot project aims to study the untapped potential of gaming in education and assess how education content can be gamified while protecting learners and educators. The project is aligned with the European Commission’s objective to modernize education and training through research and innovation, as well as by promoting digital technologies used for learning.

The project will enable the creation of a network of experts in gamification of education and specialized gamified digital content that will offer European institutions inputs and expertise on how to deal with all the issues related to gamification of education. Moreover, the project will seek to identify available European gamified educational content and inform educators and learners through the pre-existing EU platforms for education.

Legal basis:
Add following text:


Justification:

Gaming is becoming one of the most important and influential medium of our time and has become a common cultural and entertaining content that people are used to. The pandemic has shown that gaming can play an educational role if it is used wisely. More and more games have been developed for educational purposes while the gamification of existing education content proved to be a successful and efficient tool for learning. Moreover, the new educational digital playgrounds proved a successful alternative to traditional online education especially for early childhood online education.

Draft amendment 4042

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 11

| Heading: | Pilot project — Helping Youth NGOs during the pandemic |
| Remarks: | Add following text: |

Youth NGOs across Europe have been severely hit by the pandemic. The lack of experience and know-how hurt the youth civil society more than others leading to administrative and mental problems. Some of the young people were supported in their initiative by EU programs or funds. Quite often, the pandemic created additional administrative issues related to EU funds that youth NGOs had difficulties to deal with.

In this context, our pilot project is designed to create a one-stop-emergency-shop containing an online platform and an emergency call center providing guidance and advice to youth NGOs affected by the crisis. The services provided will be initially available in only some European languages and will consist in assisting youth NGOs in finding the best counselling support available in the EU institutions or at national and local level. Therefore, it is recommended to create a network of European contact points providing support for the construction and creation of a consistent content that can help the youth civil society.

Legal basis:

Add following text:


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Justification:

Youth NGOs across Europe have been severely hit by the pandemic. The lack of experience and know-how hurt the youth civil society more than others leading to administrative and mental problems. Some of the young people were supported in their initiative by EU programs or funds, creating financial issues that they had difficulties to deal with. Our project tries to offer an integrated solution for European Youth NGOs.

Draft amendment 4043

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 12

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Heading:

Pilot project — How to best integrate AI and robotics in education

Remarks:

Add following text:

This pilot project aims to respond to the need for a pan-European integrated and inclusive approach offering training and skilling. Based on the principles of co-creation and co-design, this pilot project proposes to create a pan-European university and research network which focuses on AI and robotics in education, integrating institutions and experts from all fields studying the impact of AI and robotics in learning and identifying solutions to enhance its potential. Given that the AI and robotics education market is increasingly competitive, this technologies already being used in education, this initiative tailored in a multistakeholder format would examine how AI and robotics can be used for specific areas in education, such as adaptive systems and personalization, assessment, prediction and intelligent tutoring systems.

Legal basis:

Add following text:


Justification:

Currently 47% of the EU citizens do not have digital skills, and, according to estimates, in the near future 90% of jobs will require a certain level of digital skills. In view of the ‘major rethink of education’, the EC emphasizes in its Strategy for AI the importance of upskilling the existing workforce and building upon the measures provided by the Digital Europe Programme for advanced digital skills. In view of these realities, competences necessary for the creation, implementation and use of technologies based on AI and robotics should be built into education from an early stage.
Draft amendment 4044

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 13

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Heading:

Pilot project — Local farming at European level

Remarks:

Add following text:

Small and local farmers found themselves stranded, in the mid of the pandemic, either without the possibility to sell their products or selling them below the market price. Farmers had to identify new ways to be in touch with potential buyers and for that new local online markets have been developed. In the same time, through these platforms, shoppers had the possibility to be in direct contact with small and local farmers and had the possibility to purchase healthier and fresher food.

The objective of this pilot project is to assess this new trend and identify ways to exploit its potential at European level while integrating the benefits offered by the common European market. The project will consist in the creation of an active community that can exchange best practices and identify new ways on how these new local alternative platforms could help both farmers and consumers. A working group of experts from member states will exchange ideas and propose solutions on how to support these alternative local online markets and make them use the full potential generated by the common European market.

Legal basis:

Add following text:


Justification:

The pandemic has generated a negative impact on small and local farming with many farmers not having access to their traditional markets. Alternative digital market routes had to be created, with some farmers being capable to adapt and others being pushed into bankruptcy. The local farmers had to adapt and many alternative online platforms for small farming have been created. The European Union has to learn from what happened and see how it can be developed in order to use the potential existing at European level.
### Heading:

**Pilot project — Network of Security and Technology research and educational programs**

### Remarks:

Add following text:

The aim of this Pilot project is to create a network that links EU universities and research centers with expertise in the field of security and technology. The network would have two dimensions: one related to research and another linked with teaching content and activities. The first dimension will consist in creating a pan-European research group working actively on the issue of security and technology leading to common research projects and activities. The second dimension will facilitate sharing of experiences between professors, the development of common curriculums, new Erasmus mobilities and new learning content and tools. The pilot project will facilitate dialogue among European universities, supporting debates upon common challenges and preparing future generations of experts in the field.

### Legal basis:

Add following text:


### Justification:

The increase of disinformation and the impact fake news has had on European security has raised serious concerns across Europe. It is key to build resilience at European level and connect the available resources at European level to strengthen our capacity to understand new technologies and deal with the threats they may have on our security.

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### Draft amendment 4046

Tabled by Victor Negrescu, Committee on Budgets

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### SECTION III — COMMISSION

#### Add: PP 01 22 15

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### Heading:

**Pilot project — SELFIE for VET education**

### Remarks:
Building on the huge success of the SELFIE program, with more than 1 million accounts, we are proposing this pilot project enabling the creation of a special module for VET education taking into consideration the special needs of vocational education and training. The new pilot project will assess the need for such an infrastructure, will evaluate the specific indicators and methods that can be employed, will generate a network of experts supporting the project and will come with potential solutions that can enable SELFIE to be adapted to VET education.

Legal basis:


Justification:

Building on the huge success of the SELFIE program, with more than 1 million accounts, we are proposing this pilot project enabling the creation of a special module for VET education taking into consideration the special needs of vocational education and training.

Draft amendment 4047

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 16

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Heading:

Pilot project — Smart and precision farming

Remarks:

More and more technologies are being used in farming. In the same time new networks of companies, farmers and experts have been created exploiting and promoting the importance of innovation in farming. The pilot project seeks to use the know-how and expertise gathered through previous initiatives and conduct an extensive study on the use of smart and precision farming across Europe. The project seeks to assess what has been done and how it can be done better at European level while in the same time identifying scalable solutions. The pilot project will identify ways and methods enabling an inclusive approach towards the introduction of effective technologies for farming across Europe.

Legal basis:

Pilot project within the meaning of Article 58(2) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of

Justification:

New technologies are changing the farming environment. Smart and precision farming are becoming a common trend across Europe. It is important to assess the new technologies that are being used, to understand their impact and foster European innovation in the field. The project seeks to using the existing European platforms in the field and identify scalable solutions at European level that ensure a safe and secure farming.

Draft amendment 4048

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 17

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Heading:

Pilot project — Smart factories in Eastern Europe

Remarks:

Add following text:

This pilot project received an A grade following the EC assessment in 2015 and has been implemented with positive results in the region. We seek to re-initiate the implementation of the project as the current COVID-19 crisis has shown the limits of the already developed actions linked to the promotion of smart factories in Eastern Europe.

The objectives of the work under the pilot project will be to ensure a coherent, coordinated and sustainable approach, to ensure, develop and enhance better engagement of all relevant stakeholders from Eastern Europe (business, academia, research organisation and civil society) and to inform, prepare and help the regional structures from this part of Europe in developing projects in the framework of the European Commission smart factories projects.

The project would extend and integrate new regions in Eastern Europe heavily affected by deindustrialization which do not have a smart factory started or elaborated and those for which their industry capacity needs to be improved. The aims of this pilot project are to identify, assess, and support the exploitation of the industrial potential in a selected region, and to explore the possibilities of its innovation potential and its expansion.

The pilot project will clearly target the identification of the industrial competitive advantages and the potential for specialisation at regional level based on entrepreneurship discovery process, establishing a governance structure and framework for continuous collaboration between businesses and researchers, and support for the preparation of the corresponding policy documents.

Legal basis:

Add following text:

Pilot project within the meaning of Article 58(2) of Regulation (EU, Euratom) 2018/1046 of the European

Justification:
Given the heavily deindustrialization of Eastern European regions, the pilot project will ensure, develop and enhance better engagement of all relevant stakeholders from Eastern Europe (business, academia, research organisation and civil society) and to inform, prepare and help the regional structures in developing projects in the framework of the European Commission smart factories projects while integrating the new challenges generated by the pandemic.

Draft amendment 4049
Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION
Add: PP 01 22 18

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Heading:
Pilot project — The digital transformation of VET education

Remarks:
Add following text:

Vocational Education and Training (VET education) gathers a particular set of training and education methods and resources different from other types of education. Experiencing, testing and implementing are key elements of this specific learning process and environment. The lockdown has led to severe downfalls in VET education due to its incapacity to adapt to the challenges raised by the pandemic. The digital transformation of VET education has proved to be more difficult than expected, being severely affected by the lack of technological solutions fit for this type of education and the high costs of the existing ones.

This pilot project seeks to study how the digital transformation of VET education has been managed across Europe, searching the best examples and solutions put in place to tackle the new challenges related to digital aspects and remote education. The study will offer a list of potential solutions that could be implemented at large scale across European countries. The project will lead to the creation of a European network of professionals, educators and learners willing to work for the digital transformation of VET education.

Legal basis:
Add following text:

Justification:

VET education gathers a particular set of training and education methods and resources different from other types of education. Experiencing, testing and implementing are key elements of this specific learning process and environment. The lockdown has led to severe downfalls in VET education. The digital transformation of VET education has proved to be more difficult than expected, being severely affected by the lack of technological solutions fit for this type of education and the high costs of the existing ones.

Draft amendment 4050

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 19

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Heading:

Pilot project — Virtual Reality Cultural Platform

Remarks:

Add following text:

The pilot project seeks to assess and develop virtual reality cultural content and evaluate the possibility of a large-scale implementation offering an alternative monetization solution in the current context for the cultural and creative sector and industries. The project will generate a network of VR professionals and cultural creators that can work together to see how this technology could be best exploited to help the sector and develop new income streams.

The pilot will lead to the creation of a European virtual reality platform enabling content creators, cultural institutions, artists and organizations to create and upload specific VR cultural content. The platform will be open and accessible for free for cultural creators, institutions and organizations. It will also exploit the possibility for them to monetize the content they upload online. Moreover, the platform will offer assistance and a guide for those developing VR cultural content.

Legal basis:

Add following text:


Justification:

The current pandemic has led to huge problems for the cultural and creative sector and industries. Unfortunately, the low financial capacity, reduced digital skills and the fragmentation of the industry, has blocked the capacity of the sector to adapt. This is why it is essential to seek for new technological solutions that will enable the sector to change its business model and adapt to the current needs. The development of virtual reality technologies offers new opportunities that could and should be exploited at European level.
Draft amendment 4051

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 01 22 20

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Heading:

Pilot project — Youth entrepreneurship in the pandemic

Remarks:

Add following text:

Young entrepreneurs across Europe have been severely hit by the pandemic. The lack of experience and know-how hurt young people in business more than others, leading to financial and mental problems. Some of the young people were supported in their initiative by EU programs or funds. Although the Erasmus for Young Entrepreneurs programme adapted its rules to better cope with the COVID-19 crisis young entrepreneurs still find themselves in need of support and counsel. Quite often, the pandemic created additional administrative issues related to EU funds that they had difficulties to deal with.

In this context, our pilot project is designed to create a one-stop-emergency-shop containing an online platform and an emergency call center providing guidance and advice to young European entrepreneurs affected by the crisis, especially those involved in EU funded projects. The services provided will be initially available in only some European languages and will consist in assisting young entrepreneurs in finding the best counselling support available in the EU institutions or at national and local level. Therefore, it is recommended to create a network of European contact points providing support for the construction and creation of a consistent content that can help young entrepreneurs.

Legal basis:

Add following text:


Justification:

Young entrepreneurs across Europe have been severely hit by the pandemic. The lack of experience and know-how hurt young people in business more than others leading to financial and mental problems. Some of the young people were supported in their initiative by EU programs or funds, creating administrative issues that they had difficulties to deal with. Our project tries to offer an integrated solution for European young entrepreneurs.
SECTION III — COMMISSION

Add: PP 01 22 21

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**Heading:**

**Pilot project — Digital Transformation of European Industry**

**Remarks:**

Add following text:

This pilot project received an A grade following the EC assessment in 2016 and has been implemented. We seek to re-initiate the project while taking into consideration the results of the previous actions and the impact of the pandemic.

We seek to ensure a coherent, coordinated and sustainable approach, develop and enhance better engagement of all relevant stakeholders interested in the digitalisation of European industry (business, academia, research organisation and civil society) and to inform, prepare and help them develop projects designed to face the new transformations but also the new challenges (medical, digital and green).

The pilot project would cover those regions and sectors heavily affected by the pandemic which do not have a digitalization program/plan and those for which their industry capacity needs to be improved. The aims of this pilot project are to identify, assess, and support the exploitation of the industrial potential in the digitalization process, and to explore the possibilities of its innovation potential and its expansion. The new project will target new industries that have not been referred to in the previous project.

The project will clearly target the identification of the industrial competitive advantages and the potential for digital specialisation at sector level based on entrepreneurship discovery process, establishing a governance structure and framework for continuous collaboration between businesses and researchers, and support for the preparation of the corresponding policy documents.

**Legal basis:**

Add following text:


**Justification:**

Industry represents one of the pillars of the European economy. Therefore, a common assessment and policy is needed for the sector to develop the digitalization of European industry. The new project will take into consideration the results of the previous actions but also the new pandemic context and challenges (medical, digital, environmental).

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Draft amendment 4353

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff
SECTION III — COMMISSION

Item PP 02 17 01 — Pilot project — Raising awareness of alternatives to private car

Amend figures and remarks as follows:

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Remarks:

Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

Justification:

Matter of national competences.

Draft amendment 4354

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 02 20 02 — Pilot project — Eco labelling for aviation / Demonstration project for the introduction of a voluntary Green Label system in aviation

Amend figures and remarks as follows:

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This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

Justification:

Matter of national competences.

Draft amendment 4355

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 02 20 07 — Pilot project — Engaging companies for energy transition

Amend figures and remarks as follows:

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36
### SECTION III — COMMISSION

#### Item PP 02 21 03 — Pilot project — Fostering digitisation of public sector and green transition in Europe through the use of an innovative European GovTech platform

**Amend figures and remarks as follows:**

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**Remarks:**

Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

**Objectives:**

This pilot project aims to support public administrations in the adoption of cost-effective and flexible digital solutions through the introduction of the GovTech ecosystem to the European public sector.

By following and scaling up the GovTech platform model, public administrations across Europe can work together more easily to solve shared challenges and more cost-effectively adapt existing projects to their individual needs. This includes, where feasible, the use of open-source licensing.

The use of the GovTech model across the EU-27 would offer the benefits of scale to both public administrations and providers of digital services, as stated in the New SME Strategy (2020). Moreover, this project would help to develop the European GovTech market and support the public sector to access tailor made digital solutions quickly and efficiently. By creating a hub for different public administrations, participating businesses and citizens will be able to collaborate and exchange ideas, best practices can be circulated, and project costs shared, thereby enhancing interoperability and cross-border cooperation.

At the same time, providers, in particular European SMEs and start-ups offering environmentally friendly, cutting-edge technologies or innovative solutions, would gain recognition as trusted partners in the delivery of modern digital solutions for public services. The project should be developed making use of the latest standards of service design available and in dialogue with a wide array of stakeholders, including public bodies and SMEs from across the Union.
This would support the modernisation of public administrations across the Union, by reinforcing efforts to achieve Europe’s green transition through a more efficient adoption of innovative solutions. It is also an important tool to engage Union citizens.

This initiative also aims at supporting the Commission’s objective to stimulate a digital transformation that will benefit everyone, including citizens and businesses. If fully implemented, the project will positively contribute to attaining the following objectives of the Union: (a) Digital Strategy, (b) New SMEs Strategy, (c) Industrial Strategy and (d) European Green Deal. This initiative also provides an important input into the new e-Government Action Plan, for which preparatory works are already underway, and as a response to the increasing digital needs. The innovative GovTech platform and solutions provided by cost-efficient and environmentally friendly enterprises will further contribute to the economic recovery of the Union, which is of critical importance in the post-COVID19 reality.

The pilot project will achieve its objectives by combining top-down activities, bottom-up activities and direct research of citizens’ views.

Top-down activities:

This action aims to engage with public administration in a foresight exercise to promote the alignment of their strategies and implementation roadmaps of digital solutions. By doing so, the project will support the streamlining of public services and contribute towards Europe’s sustainable transition. The scenario building approach, combined with the sharing of success stories, will be used to reveal the dynamics of a fast-evolving ecosystem. It should also identify where the use and joint sourcing of the digital solutions by public administrations may create new opportunities for SMEs and start-ups. This analysis will support efforts to use digital solutions in public administration to attain the Union's strategic objectives, including the fight against climate change and promoting the digital transition.

Bottom-up activities:

This action aims to engage with the fast-growing GovTech ecosystem to harvest ideas that help public administrations in adopting digital solutions. It will support the development or use of one common platform to gather challenges and allow other public administrations to contribute or form part of a consortium involved in a particular challenge and source solutions from providers. In the pilot phase, the action should concentrate on ideas to support one or more of the Union's objectives as mentioned in the strategic documents presented by the Commission in 2020.

For example: the Digital Innovation Challenge, launched by the pilot project ‘Reuse of digital standards to support the SME sector’, and approved under the 2019 budget, can be used as a source of inspiration given that this format has proven to be successful by engaging a wide ecosystem of players and crowdsourcing innovative ideas (*).

Direct research with citizens:

In addition to the above-mentioned activities, this action aims also to use innovative service design methods to include the views of citizens in the above streams of work. This all-inclusive and all-embracing approach should try to unveil how citizens perceive the new opportunities offered by digital solutions in streamlining communication between administrations and citizens, or combating climate change and the role of public administrations in this process.

(*) The Digital Innovation Challenge generated:
- more than 6000 unique visits to its website,
- contact with more than 1500 SMEs and start-ups,
- dialogue with more than 320 SMEs, e.g. in workshops, e-mails, info sessions,
- more than 100 registrations to the challenge (30% conversion),
- more than 49 complete applications with innovative ideas around the reuse of solutions provided by Union
programmes (50% conversion). The top ideas touch upon (1) mobility / smart cities (2) CyberSecurity and (3) FinTech,

- more than 10 applications will be shortlisted and join us to a co-creation Bootcamp.

**Justification:**

The ideas at the core of the proposal have already been proven successful during a pilot in PL, DK and LT. Compared to traditional tendering processes, the pilot showed significantly higher engagement with SMEs (22 times more SMEs participated compared to SME involvement in regular tenders) and cost savings for public authorities (in one project, final costs were 98% lower than tenders submitted by multi-national competitors). Examples show that, given a level playing field and a simple system to engage with, European SMEs can provide best in class and affordable digital solutions.

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**Draft amendment 287**

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

**Item PP 02 21 05 — Pilot project — Sustainable rural mobility for COVID-19 resilience and support of ecotourism**

**Amend figures and remarks as follows:**

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**Remarks:**

**Amend text as follows:**

*The current pilot project pursues the ideas of the European Green Deal, the goal to ‘leave no one behind’ and to ensure a ‘just transition’, which need to be applied also to rural mobility. This pilot project aims indeed, on the one hand, to reduce CO2 emissions from transport in line with the targets set by the European Climate Law and, on the other, to promote better mobility connections in remote and rural areas as well as capacity building, taking into account and specifically including people who cannot, or do not, want to own a car - e.g. women, young, elderly, disabled and socially disadvantaged people - to foster accessibility and inclusion. This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.*

*After one year of the COVID-19 pandemic, with all its socioeconomic losses and regions suffer from chronic isolation, resulting in loss of cultural and economic dynamism, aging population, and a strong mobility dependence on individual transport. The COVID19 crisis has severely weakened these areas and created enormous challenges - inter alia for the European tourism sector. Pre-crisis trends show that there is a strong and growing demand for rural sustainable touristic destinations. Rural areas have significant natural, human, economic and cultural potential and their development supports regional growth. Offering sustainable rural transport solutions, whilst at the same time supporting the sustainability of tourist destinations away from mainstream pathways is a win-win situation, contributing to the reduction of negative transport related consequences besides the devastating loss of lives, there have been obvious impacts among other aspects of the labour market into a of tourism as well as promoting more remote working culture. If certain aspects of the tele-working patterns are maintained, both for public and private sectors, this could trigger a remarkable amount of individuals and families consider settling in rural areas, in order to benefit from cleaner air quality, closer contact to nature and a calmer and less noisy environment. Whether they do it or not might be highly dependent on whether they can be*
guaranteed a mobility not necessarily dependent on the use of private car in order to be able commute to urban area when required professionally and to satisfy the needs of daily lives within the region. This, together with the already existing needs for population currently living in rural areas to be able to keep performing their existing economic activities while reducing their carbon footprint, requires further sustainable solutions at the rural level, making use and further developing smart and shared mobility options. Those could be also extremely useful also in view the ever-growing demand for rural ecotourism, one natural component of which is making use of the most sustainable travel mode to reach the destination and move within the region.

Sustainable mobility alternatives for citizens in rural areas. Insufficient sustainable mobility choices often disincentivise tourists from choosing rural tourist destinations thus preventing the development of sustainable tourism. Insufficient connection to local public transportation networks also discourages the efforts of the local providers to offer sustainable and low-carbon destinations and activities.

With all this in mind, it is crucial from a public policy point of view to be aware of the current scenario and the fact that the Union policy process of sustainable mobility in rural areas is still at an early stage of development. The pilot project will therefore draw on the success story of Sustainable Urban Mobility Plans (SUMPs) in the urban context and establish a rural equivalent of integrative sustainable rural mobility plans including both the needs of local populations and tourists. The pilot project will also build on the good practices identified through SMARTA and SMARTA 2 concerning sustainable shared mobility solutions interconnected with public transport and supported by multimodal travel information services. It will have a broader focus than the previous projects and would be complementary, focusing on interconnecting mobility needs, and extending to rural tourism mobility. A particular focus will be on the recovery of rural and remote areas in the post COVID-19 period. Building on SUMPs’ guiding principles, the pilot project should identify the respective ‘functional rural areas’ based on actual flows of people and goods as well as with the aim of interconnecting and promoting local sustainable tourism destinations. This twofold opportunity represents both mitigating and even reverting the current trend of rural exodus, which has aggravated the territorial imbalances and created synergies between urban nodes and remote areas, while ensuring that also rural transport, which nowadays is heavily dependent on fossil fuels, contributes with its share to the timely emission reduction efforts required by the European Climate Law. In this regard, it is important to stress that transport accounts for a quarter of the overall emissions and is indeed the main sector who has not achieved to reduce those in the last decades, which makes action in each of its components crucial, and particularly fostering a modal shift. Mobility needs of local populations and tourists. Improving sustainable mobility solutions in the high season will create jobs for locals (both in the transport and in the touristic sector) and it will create seasonal income that will be able to finance permanent sustainable mobility solutions. At the end of the pilot project period, the assessment should include levels of utilisation and user satisfaction as well as reduction in the emissions of greenhouse gases.

While still maintaining the need for structural goals and related concrete initiatives proposed in the original proposal (i.e. increased availability and connectivity with public transport and commuting lines, as well as coordinated cooperative solutions for increased frequency of passage in mountainous regions with dispersed villages, among others) and particularly advancing on the opportunities that digitalisation and the aimed digital transition offers for door-to-door journeys and sustainable and smart mobility, for instance in terms of shared e-bikes or car pooling also at the rural level, the latter can also be fostered by some creative simple solutions, such as the widespreading of the LEADER-supported "Mitfahrerbänke" (co-riders' benches, in English). Those are indeed simple benches designed and placed strategically in villages to make it easier to take along and ride along routes that are rarely used by public transport, offering both structural and punctual mobility solutions (for instance related to ecotourism) and hence promoting the shared mobility culture and hence protecting the environment. The pilot project will look at how to best organise and develop rural areas with their mobility solutions to connect with neighbouring urban agglomerations. This includes the mobility behavioural impact of changed labour markets, including companies’ mobility plans and cross-border aspect, the impact of digitalisation as well as the European Green Deal and its impact on sustainable smart mobility in rural areas as well as tourism. Possibilities with links to other ongoing projects can be found by focusing on interoperability, inter-connectivity, inter-modality (including walking and cycling), sustainable regional development, cohesion, employment, just
transition, digitalisation, research and development and innovation. Another link to existing European goals would be further research into establishing a European multimodal transport information, management and payment system. To further support rural tourism in Europe, the pilot project should work towards the development of an app or a website providing recommendation of ecotourism based on the current location and supplied with information about distance and facilities in each ecotourism region.

In conclusion, beyond ideas for possible concrete additions, it is important to grant this pilot project continuity, as the EU policy process of sustainable mobility in rural areas is still at an early stage of development. The pilot project will therefore continue focusing on interconnecting mobility needs with already ongoing projects like ‘smart villages’, ‘SMARTA’ and others, and will in particular focus on the recovery potential of rural and remote areas in the post COVID-19 period. As mentioned, it should keep its aim to look at how to best organise and develop rural areas with their mobility solutions to connect smoothly and in the most sustainable way with the nearest urban agglomerations, as well as with neighbouring villages. In this sense, drawing on the success story of SUMPs in the urban context, work could be considered on the establishment of a rural equivalent of integrative sustainable rural mobility plans. The pilot project should promote:

Finally, and while awaiting the upcoming Commision Communication on a long-term vision for rural areas, this Pilot Project clearly falls within the scope of the objectives of the recently presented Sustainable and Smart Mobility Strategy (SSMS), and in particular its Flagship n.9 ”Making mobility fair and just for all”, which points out that it is crucial that mobility is available, accessible and affordable for all, and particularly that rural and remote regions are better connected. As explained, it has also clear links with other European objectives such as connectivity, inter-modality (including walking and cycling, as active modes historically enrooted in rural mobility), sustainable regional development, cohesion, employment, Just Transition, digitalisation, research and development and innovation, and as such possibilities to establish links to other ongoing projects could be found, and particularly with the goal of establishing a European multimodal transport information, management and payment system, also present within the SSMS objectives.

The pilot project will support local authorities and sustainable rural tourism providers to connect their tourist destinations to existing sustainable mobility networks and to adapt public transportation offers to tourists’ needs (time scheduling, frequencies, lines and modes coherence and information, possibility to buy inter-modal day tickets). The pilot project should support the identification and promotion of activities and destinations that can be done using sustainable mobility. For local sustainable tourism providers, the pilot project will make available Union financing to invest in sustainable mobility infrastructure connecting their destinations to local transport network such as:

- new cycling and hiking tracks in combination with public transport,
- Union financing for e-bikes.

Justification:

The continuation for a second year of the existing Pilot Project ”PP 02 21 05 - Sustainable rural mobility for COVID-19 resilience and support of ecotourism” is crucial to continue pursuing, with regard to rural mobility, the objectives of the European Green Deal, particularly the goal to ‘leave no one behind’ and to ensure a ‘just transition’, as well as the emissions reduction targets by the European Climate Law. It is also a concrete contribution to the goals of the recently presented Sustainable and Smart Mobility Strategy, particularly that rural regions are better connected.
Draft amendment 4012

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

**Item PP 02 21 06 — Pilot project — Smart Industrial Remoting: remote working in non-digitalised industries**

Amend figures and remarks as follows:

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Remarks:

**After paragraph:**

This appropriation is intended to cover commitments .......... settled from previous years under the pilot project.

Amend text as follows:

This pilot project received an A grade following the European Commission’s assessment in 2020 and it is currently under implementation. Based on the dialogue with the European Commission and the results of the action, we seek to continue the implementation of the project by extending the number of beneficiaries, especially from the regions with a lower digitization of their industries (like the Central and Eastern European Countries), and the domains covered by the project. The pilot project addresses industries that lack digitalization. It should seek to identify the regions with a low Digital Technology Integration Index (DTII) and Digital Transformation Enablers' Index (DTEI). The operationalization of the current pilot project will seek to identify the best match between digital technologies (Social Media, Big Data, Internet of Things, Robotics, 3d printing, Cybersecurity, Mobile services, Artificial Intelligence, Cloud Technologies, etc) and each industry (Aeronautics, Automotive, Biotechnology, Food, Chemicals, Construction, Cosmetics, Defence, Electrical and Electronic Engineering, etc) but also industries most affected by the lack of digitalisation and operationalisation of remote working. The pilot project could also provide contingency plans for each industry, providing the protection mechanisms for processes and workers in order to ensure the continuation of their activities. The pilot project should also address industries deemed of strategic importance.

Justification:

The SARS-COV2 pushes all economic sectors to digitalize and to adapt to remote working in order to continue their activities. Unfortunately, the coronavirus caught unprepared a big number of industries. The solutions are adopted individually instead of working together. The European Union should develop based on the know-how and experiences existing at European level a new concept of smart industrial remoting allowing and helping the most complex industries to adapt their work and activities to the current context.

Draft amendment 288

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION
Item PP 02 21 08 — Pilot project — Single European Railway Area — Prototype Corridor Munich-Verona

Amend figures as follows:

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Justification:

The overall aim of the PP - getting a train without interruptions from Germany to Italy and vice versa - is well defined. However, due to historic developments operating a train from A to B is linked to a broad range of laws, operational guidelines and regulations, which are (slightly) different in each Member State. Consequently, seamless cross-border operations are not possible. The PP aims to address these shortcomings and the EC already started to develop an "issue log" to address the various issues, but due to the sheer scale of the project, the PP needs to be prolonged for another year.

Draft amendment 4052

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 02 22 01

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Heading:

Pilot project — Network of Development Cooperation research and educational programs

Remarks:

Add following text:

The aim of this Pilot project is to create a network that links EU universities and research centers conducting research or providing BA or MA programs in the field of development aid. The project will pave the way for professors and researchers to conduct common research projects, exchange best practices, as well as build upon common curricula in the framework of the new policy. The network would also facilitate development related mobilities through Erasmus+

The pilot project will facilitate dialogue among European universities, supporting debates upon common challenges and preparing future generations of experts in the field.

Legal basis:

Add following text:


Justification:

The new European development cooperation policy represents one of the most ambitious policies at
European level. It is key for upcoming experts and professionals in the field to fully understand and assess. This is a necessary precondition for the efficient implementation of the policy across Europe.

Draft amendment 4144

Tabled by Marian-Jean Marinescu, Niclas Herbst, Massimiliano Salini, Cristian-Silviu Buşoi

SECTION III — COMMISSION

Add: PP 02 22 01

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Heading:

Pilot project — EU Space Data for autonomous vessels in Inland waterways

Remarks:

Add following text:

The inland waterways transport is changing benefitting from emerging technologies that lead to a safer, digital and more sustainable sector. Autonomous vessel operations will open new business opportunities, as well as new challenges, supporting the digitalisation and sustainability challenges of the EU.

EU Space Data from Galileo, EGNOS and Copernicus will be key enablers of this transformation, by facilitating reliable and robust positioning information and harmonised images of the fairways and environment, needed for safe and green autonomous operations.

The need for highly accurate, resilient positioning is agreed for operations like: navigation in narrow fairways, bridge passing, waterways locks, auto-mooring and simultaneous berthing operations. Further automation (with no human in the loop) would welcome additional features that will be provided by Galileo differentiators, not leveraged yet, such as authentication and integrity in the position.

The definition of autonomous operation may rely on robust images of the area to be navigated. Today, operators and manufacturers rely on diverse sources of such data that lead to a non-harmonised approach. However, Copernicus images will ensure a homogeneous EU approach, supporting the safe integration of simultaneous autonomous operations as well as integration with manned traffic.

The project shall be focused on:

- Attendance to existing working groups addressing solutions for autonomous vessels, including different public/private platforms and interviewing key industrial stakeholders, such as shipping associations, port operators, relevant Maritime and Inland waterways authorities;

- Contribution to standardisation work within CESNI (Comité Européen pour l’Élaboration de Standards dans le Domaine de Navigation Intérieure).

- Identification of the user requirements for the safe navigation in inland waterways where autonomous, remotely piloted and manually piloted vessels will co-exist.

- Definition of concept of operations and positioning performance needs for different operations of autonomous vessels.

- Identification of main challenges to be overcome to ensure safe operation and resilient positioning.

- Identification and analysis of the technical and regulatory barriers (e.g. lack of standards and regulation), industry value chain and new business models that could emerge in inland waterways.
navigation taking advantage of the three-dimensional synergies between satellite-based navigation, imagery and telecom.

- Identification of the possible actions at Member State, regional and local level to boost business development, and support SMEs/start-ups to deliver EU Space based solutions to realize the future EU autonomous vessels capability for inland waterways.

- Prototyping of onboard equipment that uses Galileo differentiators to address the main needs not covered so far by existing equipment, with focus on the use of Galileo authentication to prevent spoofing or use of fake signals, preventing accidents. Equipment prototypes developed within this pilot project should be based, when available, on existing commercial off-the-shelf components.

- Design of a safety case with Copernicus images to define the waterways to be tested.

- Analyse how much information is needed to be transmitted to have updated inland electronic navigational charts and the minimum speed of communication to guarantee a safe operation. Also, if the vessel needs to download the information of the fairway in the port or can do while navigating.

- Implementation of several demonstrations along selected inland waterways where it is expected that in the future autonomous vessels will coexist with manually piloted vessels. The aim is to demonstrate feasibility and added value in line with the EC guidelines on Maritime Autonomous Surface Ships (MASS)

The vessels in the demonstration shall be equipped at least with:

- High-end GNSS receivers that include Galileo authentication and EGNOS.

- High-bandwidth communication means to:
  - download the information from Copernicus related to the fairway;
  - download the information of the hull contour of all the vessels navigating in the same inland waterway;
  - send to the monitoring centre all the sensors information;
  - receive from the monitoring centre control inputs in case that there is the need to remotely operate the vessel.

- Contribution to draft a new standard for minimum requirements for EU Space Data to guarantee safe autonomous vessel navigation in inland waterways in support of future regulatory initiatives.

**Legal basis:**

Add following text:


**Justification:**

The pilot project will be key to define the minimum requirements to guarantee the safe and secure navigation for autonomous vessels and remotely piloted vessels.

Currently there are no standards of minimum requirements for equipment nor regulation to support EU industry for the development of new products using EU Space Data differentiators from Galileo, EGNOS and Copernicus to support safe and secure autonomous navigation in inland waterways.

This project will contribute to the work of the European Committee for Drawing up Standards in the Field of Inland Navigation (CESNI)

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Draft amendment 212
Tabled by Committee on Industry, Research and Energy

SECTION III — COMMISSION

Add: PP 02 22 01

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Heading:
Pilot project - 5G public concerns assessment

Remarks:
Add following text:

The main objective of the pilot project would be to investigate and analyze people's fears concerning the possible harmful effects related to the development of different generations in telecommunication - 2G, 3G, 4G, as well as with regard to the introduction of 5G technology.

The research could be carried out by applying modern tools for communication as an interactive methods (surveys, websites, press conferences, media, others), as well as by developing platforms, methods, electronic system for informing the population about electromagnetic fields (EMF) sources and real-time exposure. Methodologically, this can be done by organizing discussions on European level with the participation of different countries at different stages of 5G-technology introduction, as well as experience in communication methods and providing information to general public.

To realize the aim of the project, it might be necessary to use the actual measurement data obtained in urban areas in order to analyze the adequacy of changes in the fears of the population.

The project could include the following activities:

- Study and literature review of the available scientific knowledge in the field of 5G: implementation, international policies, public concern, health effects, exposure assessment, etc.
- Development of an electronic system for the sources of RF radiation including technical information for new telecommunication generation (5G)
- Study of the public concern related to the introduction of 5G-technology in member states
- Analysis of the public concern on the base of real data of RF exposure in urban areas.

Justification:
The forthcoming 5G deployment within the EU is expected to bring new opportunities for citizens and businesses, but also new challenges when it comes to human health and environment. There are growing public concerns over the possible health impact of 5G networks deployment. The pilot project could help addressing the need for a specific legislation based on the analysis and the state of electromagnetic exposure from modern telecommunications technologies, in order to reduce both - health risks of these technologies and public concern (to quell fears).
SECTION III — COMMISSION

Add: PP 02 22 01

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Heading:

Pilot project — Digitalisation to develop Europe's Sustainable and E-Attractiveness Tourism models in Marginal Areas

Remarks:

Add following text:

We consider the proposed approach useful to answer the following issues: lack of data among players to support data sharing practices; unfair practices in collaborative economy; low level of digitalization of SMEs operating in marginal areas tourism; low level of digital reskilling and upskilling of tourism SMEs and local communities.

Legal basis:

Add following text:


Justification:

The corona pandemic has generated an unimaginable level of economic loss in every part of the world, with particularly devastating effects on the tourism and hospitality sector, this condition also gives an open door to the digital era on the marginal areas. Particularly, to put the potential of digital marketing and social networking into practice needs to pay attention on the e-hospitality area to spread more information on the less-known European heritages promoting and disseminating the attractiveness of "marginal areas" tourism, local authenticity, food selling and booking.

Draft amendment 213

Tabled by Committee on Industry, Research and Energy

SECTION III — COMMISSION

Add: PP 02 22 02

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Heading:

Pilot project - Development of methodology for exposure and risk assessment of radiofrequency fields emitted by base stations for mobile communication including 5G technology
Remarks:
Add following text:

At present, there is no clarity on the methods of exposure assessment of the electromagnetic fields (EMFs) emitted by 5G-technology on workers and the general public. The main purpose of the pilot project would be to develop a methodology for measuring and evaluating this exposure that will be a basis for risk assessment. In measurement of 5G EMFs it seems necessary to apply a new approach to evaluate the exposure taking into account the specifics of the 5G standard. This project could include two exposure scenarios corresponding to the phased implementation of 5G technology.

The first case could take into account - non stand alone 5G - the introduction of new 5G antennas running in parallel with existing 2G / 3G / 4G, in which case the evaluation will cover all existing technologies;

The second exposure scenario could include stand alone 5G, and would need evaluation of 5G new radio (NR), taking into account massive MIMO technology and microcells radiating over the millimeter range.

The project could include the following activities:

- Development of methods for measurement and exposure assessment of EMFs emitted by sources in 5G technology;
- Organization and participation in workshops for discussion of possible methods for evaluation of EMF exposure on population and for applying the best European practices in this area;
- Pilot implementation of developed method for measuring and estimating radio frequency exposure from 5G technology; analysis and evaluation of the results;
- Performing risk analysis for general population based on measurements and exposure assessment.

Justification:
There are growing public concerns over the possible health impact of 5G networks deployment within the EU. Consumers have the right to objective and science-based information on the thermal and non-thermal risks caused by the new waves of electromagnetic radiation as regard the 5G technology. The aim of the pilot project would be therefore to develop new methodology for exposure evaluation that would allow the relevant data to be accessible to the public.

Draft amendment 289

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Add: PP 02 22 02

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Heading:

Pilot project — Comprehensive handbook for building local Urban Air Mobility (UAM) ecosystems in Europe

Remarks:
Add following text:
The objective of this pilot action is twofold:

- Propose a draft comprehensive EU strategy on UAM addressing all aspects that will impact the local decision-makers (national, regional or local level): vehicles, airspace management, safety, security, environmental impact, ground infrastructure, local transport network, energy, privacy, local economic impact, insurance, funding/financing, etc;

- Prepare a holistic guidance material or a handbook for local decision makers providing concrete support for the local deployment of UAM including the development of certification of vertiports operators.

Legal basis:

Add following text:


Justification:

The objective of this pilot action is twofold: to propose a draft comprehensive EU strategy on UAM addressing all aspects that will impact the local decision-makers (national, regional or local level); and to prepare a holistic guidance material or a handbook for local decision makers providing concrete support for the local deployment of UAM.

Draft amendment 214

Tabled by Committee on Industry, Research and Energy

SECTION III — COMMISSION

Add: PP 02 22 03

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Heading:

Pilot project - The Coal Regions Leaders Academy

Remarks:

Add following text:

The Coal Regions Leaders Academy is an initiative aiming to educate leaders in designing and implementing policies for coal regions transition, both in the EU and in Ukraine and the Western Balkans. It will facilitate preparation of strategies and just transition plans in line with the EU legislation and commitments under Paris Agreement. The Academy will use and search for digital solutions and tools that enable sharing best practices of making a just transition while keeping jobs, alleviating energy poverty, enhancing energy security and affordability throughout deploying renewables.

The Academy will research on just transition case studies in the EU and in non-EU coal regions, looking into success stories and errors committed. The research activities will include policies and actions on site revitalisation and re-use, jobs reskilling, social protection, regional economic transformation and governance. Moreover, it will serve to analyse planned and in-force EU legislation governing support for
transition of coal regions and technical assistance methodologies and tools applied by the IFIs.

The Academy will bring together for executive training sessions mid-level experts from both EU and non-EU countries working on daily basis on coal regions’ transformation plans, representing central and local governments, coal regions authorities and industries, IFIs and social partners, including NGOs, trade unions and media. To this end, the Academy will work through on- and offline workshops, study visits and e-learning modules. This component will be implemented in close cooperation with other internationally respected institutions, including IFIs, and it will build upon to-date experience from existing cooperation.

Finally, the Academy will offer a specialisation path for students of European interdisciplinary studies focused on climate and energy transition. Bringing together students and practitioners by organising workshops, simulations and study visits it will allow to analyse changes to-date and discuss first-hand experience. Moreover, scholarships will be offered to students selected from EU and non-EU coal regions so that they can benefit from the European Interdisciplinary Studies programme.

Justification:

Only three inseparably combined elements, i.e. high quality research, academic education and executive training will contribute effectively to strengthening human capital for climate transition in EU and non-EU coal regions. Significant experience in education European leaders, cooperating closely with relevant international institutions, including IFIs and providing education and training, including for partners from Ukraine and the Western Balkans is required from an institution to be up to the task.

Draft amendment 4356

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 03 18 04 — Pilot project — Creating a true Banking Union — Research into differences in bank-related laws and regulations in euro area countries and the need to harmonise them in a Banking Union

Amend figures and remarks as follows:

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Remarks:

Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

Justification:

Matter of national competences.

Draft amendment 4357

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 03 19 04 — Pilot project — Capacity building for developing methodological milestones for the
integration of environmental and climate risks into the Union banking prudential framework

Amend figures and remarks as follows:

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Remarks:
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Justification:
Matter of national politics.

Draft amendment 176
Tabled by Committee on the Environment, Public Health and Food Safety

SECTION III — COMMISSION

Item PP 03 21 01 — Pilot project — European Consumer Food Waste Forum

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Justification:
The continuation of this PP would make an important contribution towards the EU Green Deal. Consumers produce over half of all food waste, therefore, consumer-focused interventions are essential to achieve food waste reduction. The first phase of the PP will produce important recommendations aimed at various relevant stakeholders. The second phase will make these recommendations available to the respective target groups through an interactive, user-friendly platform in all EU official languages to maximise their impact.

Draft amendment 4053
Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 03 22 01

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Heading:
_Pilot project — Digital European Solidarity Corps_
Remarks:
Add following text:

Our goal is to use the lessons of the pandemic, to build a digital infrastructure that could enable individuals to take full use of the experience offered by the European Solidarity Corp program while being connected remotely. In the same time, the pilot project seeks to build a guide for organizations, educational institutions and individuals on how to pilot a digital format of the European Solidarity Corps and how to implement such projects in a remote way.

The pilot project will help prepare and train a network of professionals from the national agencies and organizations in charge with the European Solidarity Corps that can help partner organizations and individuals to organize, implement and participate in a digital European Solidarity Corps program.

Legal basis:
Add following text:


Justification:
The current pandemic has limited the capacity of the implementation of the European Solidarity Corps mobility programs. In the current context, there is a growing need to test and develop new digital tools and formats that can enable us to maintain the benefits and the positive aspects offered by the exchanges of experiences and know-how offered by the Solidarity Corps.

Draft amendment 4145
Tabled by Marian-Jean Marinescu, José Manuel Fernandes

SECTION III — COMMISSION

Add: PP 03 22 01

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Heading:
Pilot project — Transparency in public procurement

Remarks:
Add following text:

A significant amount of public investment is spent through public procurement, and e-procurement was beneficial in fighting fraud, resulting in savings for all parties, increased transparency, and simplified and shortened processes.

In this context, the creation of a European framework for enhancing transparency in public procurement would be a crucial step forward. Such a framework could be implemented through the Tenders Electronic Daily (TED) website, which already allows access to public procurement notices and could become a valuable tool to analyse and expose procurement data (e.g. values of contracts awarded per country, per
company, by sector of activity, etc.; number of bids per procedure; information about subcontracting, namely towards third countries).

The project should focus on improving data normalization, accessibility and transparency:

- retrieve, process and appropriately store data contained in the notices published, for improved search and generation of predefined and customised reporting;

- implement user-friendly, clear and self-explanatory visualisation of relevant data in TED, using graphics, dynamic tools and machine translation;

- further automatize exchange and validation of data between national authorities and TED in order to limit discrepancies and errors, reduce red tape and facilitate reuse;

- privilege the use of normalized information, i.e. predefined lists of values rather than free text descriptions, and promote the use of key identifiers, e.g. buyer, seller;

- collect expertise to find patterns and define rules to be used in building automated expert systems for infringement/fraud detection based on TED data;

- gather best practices regarding automatized data exchange in the procurement workflow within and between Member States;

- promote innovative projects to increase the completeness, accuracy, accessibility and readability of TED data.

Legal basis:

Add following text:


Justification:

This pilot project aims to enhance transparency in public procurement as measure to reduce red tape and prevent fraud in spending EU money.

Draft amendment 4146

Tabled by Marian-Jean Marinescu, Barbara Thaler, Mircea-Gheorghe Hava

SECTION III — COMMISSION

Add: PP 03 22 01

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Heading:

Pilot project — A European governance structure for a competitive European railway sector

Remarks:

Add following text:

In 2021, we celebrate the 175th anniversary of the first railway link between two European capitals,
namely Paris and Brussels. 2021 marks also the 20th anniversary of the First Railway Package and it’s the first year where the Fourth Railway Package is implemented throughout Europe.

In addition, 2021 was designated as the European Year of Rail. Consequently, this very same year should be viewed in the future as a watershed moment, where the traditional Member States based governance of the rail sector made place for a future proof European governance of the sector.

The European Union’s targets, as set out in the White Paper on Transport, in the Smart and Sustainable Mobility Strategy and in the Green Deal itself, will most likely not be achieved by further tweaking today’s system of governance. The lack of interoperability, of common administrative and operational rules, of a swift roll out of ERTMS or the slow completion of TEN-T border sections is not caused by rail as a system, but by the governance of the rail system. More precisely, the shortcomings are caused by the lack of clear responsibilities, hierarchies and consequences.

Today’s architecture of the European rail system is still based on infrastructure mostly built according to military requirements and on operational and administrative rules tailored for large state-run companies. This inherently leaves little to no room for innovations or changes and improvements based on changing market demands. Consequently, other modes of transport, which can quickly adapt to the needs of their customers, have an undeniable advantage.

Despite the evolution of the sector, most recently due to the Regulation on TEN-T and the 4th Railway Package, the European railway system can still be regarded as a matter of national affairs. Therefore, with each border crossing a train enters a new world of operational and administrative rules, while all other modes of transport don’t stumble over border crossings - as long as they stay within the Schengen Area.

Four legislative packages, the creation of a dedicated agency, countless initiatives from the local to the European level and billions of subsidies later, the results are mediocre at best. Rail (freight and passenger) as a mode of transport is still steadily losing market shares. The chosen approach to achieve significant improvement within the long-established governance of 25 national frameworks does not deliver the intended results. This decade, and the demands from the Green Deal, might be the last chance for the rail sector to unshackle itself from its ancient form of governance.

This Pilot Project aims to initiate the transformation of the 25 separately governed railway areas into one big European railway area with one single governance structure, a suitable hierarchy and clear responsibilities.

During the first year of the Pilot Project the EC should conduct a study, which compares the Chinese, the US and European rail sector with regards to governance and its respective performance.

In the second year of the Pilot Project the EC should introduce a roadmap on how to implement a common European governance on the core-network corridors and the complementary network.

In an ideal outcome, competitive demand based operations on the European core network corridors will mean, that allocation and re-allocation of train paths are based on customer needs in near real time and timetables are linked to real operational performance across Europe. Railway undertakings will not need to compete with taxpayer backed undertakings on an uneven playing field any longer, but instead will be able to focus on constant innovation and improvements – to the benefit of the sector as a whole. This will lead to real competitiveness with road, inland waterways and aviation.

Legal basis:

Add following text:

Justification:

Rail is a complex system of systems. It is capable of delivering huge quantities of goods and passengers in a safe, sustainable, reliable and affordable way. But so far, the benefits of rail have not been exploited. This is to a large extend caused by the fragmentation of the European rail sector due to 25 different governance systems with their own rules and procedures. To make the rail sector more successful its future governance must be engineered in a user-centred and uniform way across Europe in order to realise its full potential.

Draft amendment 38

Tabled by Committee on the Internal Market and Consumer Protection

SECTION III — COMMISSION

Add: PP 03 22 01

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Heading:

Pilot project — Empowering consumers for green transition: development of multi-criteria lifecycle environmental performance index for products in the internal market

Remarks:

Add following text:

This pilot project should focus on developing via cooperation between the Commission and all relevant stakeholders of a multi-criteria lifecycle environmental performance index that will provide information to consumers on durability, reparability and recyclability of products throughout their entire lifecycle. Such index could be reflected in labelling in an accessible, understandable way for consumers, including for vulnerable groups such as people with disabilities, and independently of their socio-economic background or level of education, so that to facilitate them in making sustainable choices.

Legal basis:

Add following text:


Justification:

Green transition is high on Europe's political agenda as contributing to Europe's strategic autonomy, enhanced resilience and global leadership in circular economy. We need sustainable single market with sustainable production and consumption. Often consumers lack easily accessible information with regards to the environmental characteristics of products, such as their durability, reparability and recyclability. Developing an index that would indicate the environmental performance of products could facilitate sustainable choices for consumers.

Draft amendment 215
Tabled by Committee on Industry, Research and Energy

SECTION III — COMMISSION

Add: PP 03 22 01

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**Heading:**

Pilot project - An App and related campaign that promotes EU programmes and (funding) opportunities for SMEs and start-ups

**Remarks:**

Add following text:

As we are in the beginning of a new MFF period that has seen both changes to existing MFF programmes as well as a rise of new programmes, tools, and SME focus areas, this pilot project puts forward the idea of a new App and related campaign that aims to promote EU programmes and (funding) opportunities for SMEs, focusing especially on those companies that have previously not taken part in EU programmes.

In order to attract SMEs and start-ups who are not yet familiar with EU programmes, the App and related information must be designed in a user-friendly and tailor-made way, whenever possible taking into account the diverse nature of Europe’s SMEs. This pilot project aims to send a positive message and encourage SMEs to post-crisis growth and innovation and reach as many SMEs as possible.

**Justification:**

SMEs have suffered greatly during the crisis, and we have encouraged them to participate in EU-programmes and funding opportunities. Yet it is not easy for them to understand what might be the most appropriate programme or tool for their needs. Given the many stakeholders involved in disseminating EU SME-related details, multilingual information is inevitably scattered and not always collected in easily readable formats. Consequently SMEs, and especially those SMEs that are new to EU programmes / opportunities, often give up or do not even bother to explore this avenue.

Draft amendment 48

Tabled by Committee on Legal Affairs

SECTION III — COMMISSION

Add: PP 03 22 01

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**Heading:**

Pilot project — Best practices in online court proceedings

**Remarks:**
In a setting of pandemic and the following closures of prisons and courthouses, judicial systems across the world have implemented remote justice tools rapidly and on a massive scale, pushing the introduction of video and audio technologies, as well as AI-supported tools into the judicial systems, now being courts allowed to use these technologies to conduct ordinary criminal proceedings.

For example, in France, the use of electronic means of communication is now allowed before all courts without the need to receive prior consent of the parties. The Netherlands has also recently withdrawn previously established categorical exceptions to video hearings, now allowing cases involving minors or defendants with a mental disability to be heard online. These technologies are also used to ensure access to a lawyer in police stations and to enable lawyer-client consultations from prisons and detention facilities. Remote jury trials are also increasingly being considered.

However, not all the courts are assimilating the transition swiftly, nor the personnel are digitally prepared to cope with confidential files of a criminal proceeding in the digital environment. Other drawbacks of the use of these technologies in criminal proceedings are the ones provided by studies that show that defendants appearing via video are more likely to be unrepresented and thus unable to navigate the proceedings, or those that confirm that lawyer-client consultations on video are frequently overheard by others because of the improperly soundproof of the rooms or the deficient quality of the line.

This pilot project will create a European network of legal and court experts willing to share their vision on court proceedings in the digital environment. The network will hold a series of meetings to exchange expert views with AI specialists, and together will look at drafting a booklet of best practices to be embraced by the different European court systems personnel who have the responsibility to work in courts proceedings in the digital environment. Observations and conclusions of the meetings will lead to shareable reports that will point out to strategic areas of collaboration between the justice system, particularly at European level, in order to excel at the service they provide to society.

Legal basis:


Justification:

The right to a fair trial has long been recognised by the international community as a basic human right that has to be respected. Fair trials are the only way to prevent miscarriages of justice and are an essential part of a just society, regardless the setting is real or virtual. Every person accused of a crime should have their guilt or innocence determined by a fair and effective legal process. It’s not just about protecting suspects and defendants, but also about making societies safer and stronger.

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Draft amendment 53
Tabled by Committee on Legal Affairs

SECTION III — COMMISSION

Add: PP 03 22 01
Heading:

Pilot project — The protection of quality journalism in the digital area: the role of advertising revenue models

Remarks:

Add following text:

Directive 2019/790 has introduced an EU-wide ancillary right for press publications concerning online uses. Which assessment can be made on the impact of this measure on the revenue streams of the press industry, and more broadly on quality journalism, in consideration of the digital advertising models?

The Advertising technologies (‘Ad tech’) seem to be an inextricable aspect of e-commerce, meaning that both parts potentially benefit and harm each other. On the internet, the model of personalised advertising is now prevailing at the expense of contextual advertising. The latter was conducted in a way in which the placement of the advertisement was based on the context of the place visited - website, store etc - considering that the audience would be interested in the advertised service or good. The new model focusing on personally-tailored advertisement, based on the collection and the use of a high amount of personal data. This phenomenon also affects the field of journalism through online news services. In order to better understand and tackle the pervasive model of personalised advertising and its impact on the revenue streams of the press industry, we need to have a better insight into how the ad revenue pertaining to quality journalism digital services has developed since the appearance of personalised advertising. It is relatively easy to find data about how the ad tech industry revenue has grown but much harder to demonstrate how journalists and press publishers have benefited from it. Mapping the digital advertisement solutions being currently used, but also exploring potential alternative models like contextual ads would help to fill the gap in what is currently available and often presented as a ‘one size fits all’ solution. In addition, the Pilot Project would provide great assistance to EU and national legislators during the consideration and implementation of respective legislation, notably the one deriving from the Digital Market Act.

Legal basis:

Add following text:


Justification:

The correlation between ad tech and qualitative journalism would need further demonstration. The impact of poor quality journalism, fake news and disinformation has affected the way users browse for news online, thereby raising the value of quality journalism and the need for fair competition between online news offers. In light of the upcoming DSA and DMA such Pilot Project would give useful insight into how digital advertisement can serve quality journalism and citizens.

Draft amendment 753

Tabled by Renew Europe Group
SECTION III — COMMISSION

Add: PP 03 22 01

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Pilot project — Empowering consumers for green transition: development of multi-criteria lifecycle environmental performance index for products in the internal market

Remarks:

Add following text:

This pilot project should focus on developing via cooperation between the Commission and all relevant stakeholders of a multi-criteria lifecycle environmental performance index that will provide information to consumers on durability, reparability and recyclability of products throughout their entire lifecycle. Such index could be reflected in labelling in an accessible, understandable way for consumers, including for vulnerable groups such as people with disabilities, and independently of their socio-economic background or level of education, so that to facilitate them in making sustainable choices.

Legal basis:

Add following text:


Justification:

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Draft amendment 290

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Add: PP 03 22 01

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Pilot project — Transparency in public procurement

Remarks:

Add following text:

A significant amount of public investment is spent through public procurement, and e-procurement was beneficial in fighting fraud, resulting in savings for all parties, increased transparency, and simplified and shortened processes.

In this context, the creation of a European framework for enhancing transparency in public procurement would be a crucial step forward. Such a framework could be implemented through the Tenders Electronic Daily (TED) website, which already allows access to public procurement notices and could become a valuable tool to analyse and expose procurement data (e.g. values of contracts awarded per country, per company, by sector of activity, etc.; number of bids per procedure; information about subcontracting, namely towards third countries).

The project should focus on improving data normalization, accessibility and transparency:

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- gather best practices regarding automatized data exchange in the procurement workflow within and between Member States;
- promote innovative projects to increase the completeness, accuracy, accessibility and readability of TED data.

Legal basis:

Add following text:


Justification:

This pilot project aims to enhance transparency in public procurement as measure to reduce red tape and prevent fraud in spending EU money.

Draft amendment 4054

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION
Add: PP 03 22 02

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Heading:

**Pilot project — Piloting digital mobility through Erasmus**

Remarks:

Add following text:

Our goal is to use the lessons of the pandemic, to build a digital infrastructure that could enable individuals to take full use of the experience offered by mobility programs while being connected remotely. In the same time, the pilot project seeks to build a guide for organizations, educational institutions and individuals on how to pilot digital mobility through Erasmus and how to implement Erasmus projects in a remote way.

The pilot project will help prepare and train a network of professionals from the national agencies in charge with Erasmus that can help partner organizations and individuals to organize, implement and participate in a digital Erasmus.

Legal basis:

Add following text:


Justification:

The current pandemic has limited the capacity of the implementation of the Erasmus mobility programs. In the current context, there is a growing need to test and develop new digital tools and formats that can enable us to maintain the benefits and the positive aspects offered by the exchanges of experiences and know-how offered by Erasmus.

Draft amendment 39

Tabled by Committee on the Internal Market and Consumer Protection

SECTION III — COMMISSION

Add: PP 03 22 02

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Heading:

**Pilot project — A more resilient and innovative European economy: supporting SMEs in the context of the Covid-19 pandemic**
Remarks:

Add following text:

The economic impact of the crisis caused by COVID-19 varies from one industrial sector to another and from one enterprise to another. In the context of this crisis, it is SMEs that have suffered and felt its effects the most. A pilot project that would support European SMEs to create value chains for innovative and sustainable products would help mitigate the effects of the crisis. It is necessary to support the production at the European level in order to restart our economy.

Such a pilot project aims to encourage, motivate and support SMEs wishing to create value chains for innovative, sustainable and reusable products and to overcome the challenges created by the crisis, which will also contribute to the promotion of circular economy at the European level. SMEs need to be helped to invest in research and development that will lead to the launch of innovative products on the market.

It is also important that SMEs are funded in order to have access to training on marketing strategies and how to succeed in placing and promoting their innovative products on the market.

In order to implement the new industrial strategy in Europe, it is necessary for SMEs to be supported in the production process in order to achieve their ambitious goals and to face the increasing competition. Supporting the manufacturing of innovative and sustainable products will also contribute to achieving the objectives of the European Green Deal.

Legal basis:

Add following text:


Justification:

This pilot project will increase the productivity of SMEs, competitiveness and the quality and number of innovative products manufactured by them. The insufficient level of financial support and the COVID-19 pandemic are preventing SMEs from producing innovative products. This complicates their development process and prevents them from keeping up with market developments, therefore a pilot project of 950 000 EUR would increase their production capacity.

Draft amendment 54

Tabled by Committee on Legal Affairs

SECTION III — COMMISSION

Add: PP 03 22 02

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Heading:

Pilot project — The impact of the Covid-19 pandemic on Education, Research and Library institutions: the role of copyright laws in facilitating distance education and research
Remarks:

Add following text:

In 2016, the CJEU clarified in its VOB decision (C-174/15) that the lending of e-books is permitted under the public lending exception enshrined in Directive 2006/115, but practical problems prevent libraries in Europe from using this exception. During the pandemic, lending of physical books was not always possible due to the closure of libraries' premises. The Pilot Project could look at what practical improvements are needed in order to allow libraries to genuinely benefit from the public lending exception for e-books in practice.

Directive 2019/790 has introduced an EU-wide exception that allows libraries to digitise their collections, but not to make them available online. According to Directive 2001/21, Member States can introduce exceptions that allow libraries to make available their digital collections through dedicated terminals on the premises of the institutions, not online. As libraries had to close their physical establishments during the pandemic, they were no longer able to give access under those conditions. The Pilot Project could assess whether legal changes in the EU framework are needed in order to give Member States more flexibility to rapidly address access needs when libraries' premises are closed to the public.

Schools and universities had to rapidly improvise digital learning and collaborative work solutions, in some cases on the basis of solutions from commercial vendors. The Pilot Project could assess what copyright issues have arisen in the context of education & research at a distance, and what legal and technical solutions could be found to address the growing needs in the field of distance education and research.

Legal basis:

Add following text:


Justification:

The recent developments due to the pandemic of COVID-19 have been a 'stress test' for our societies; they have brought on the surface issues of discontinuity in the fields of Education, Research and Library institutions, thereby revealing the need to improve supporting digital solutions. The social and economic consequences on students and researchers, on citizens, on youth and on innovation are significant. What legal and technical solutions could be found at EU level to address the growing needs in the field of distance education and research?

Draft amendment 291

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Add: PP 03 22 02

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Heading:
Pilot project — Single European Digital Enforcement Area

Remarks:

Add following text:

Within Europe, a broad framework of rules applies to commercial road transport. These rules concern minimum social, market and technical standards to be complied with by drivers, operators, vehicles and cargo.

Effective and efficient enforcement of these EU rules is crucial for improving road safety for all road users, ensuring adequate working conditions for those who earn their living carrying goods or passengers and safeguarding fair business conditions for those who invest in establishing a road transport company.

However, due to the ever-increasing cross border nature of transport operations, traditional enforcement came to its limits and is now broadly conceived as insufficient, burdensome and costly for the whole sector. Carriers and drivers lose money and business opportunities due to lengthy, random and unnecessary controls while enforcement authorities are facing insufficient human and financial resources to effectively control compliance with the complex framework of rules. In addition, the difficult access to data related to drivers, operators, vehicles and cargo leads to even more constrains for enforcement authorities.

The COVID-19 pandemic additionally showed the shortcomings of traditional enforcement based on physical controls and paper documents. The existing cross border enforcement tools in road transport allowing for electronic exchange of data for control purposes, such as ERRU, RESPER, TACHOnet have their own limitations and consequently they fall short of providing substantial efficiency gains and relief for authorities, operators and drivers alike.

In addition, the introduction of new provisions under Mobility Package 1 extends the scope of necessary controls thus requiring even more efforts from enforcement authorities. Future improvements of the smart tachograph and the equipment of control officers with remote detection devices to communicate with the tachograph while the vehicle is in motion is first step. Furthermore harmonising risk-rating systems and enabling electronic exchange of documents on posting of drivers via IMI system as well as incorporation of the recently adopted eFTI regulation will be important next steps towards improving the effectiveness of road enforcement.

However, these systems and tools are insufficient to bring significant gains in simplification and efficiency of controls. In addition they are being deployed unconnectedly, which does not guarantee synergy effects.

Therefore, the necessity to create a connected modern road transport enforcement system is undisputed. Especially targeted risk-based controls, contactless and paperless inspections based on access to real-time digital data on drivers, operators, vehicles and cargo needs to become a reality across Europe. This would make controls less burdensome, less time consuming, less costly and more efficient.

The first step to create such a SEDEA (Single European Digital Enforcement Area), requires in-depth testing on the ground in order to draw the right conclusions on how to gradually replace traditional random physical controls at the roadside and at the premises with digital and targeted ones. This particular Pilot Project aims to provide the necessary data, which would allow the EC to come up with sound strategy on digital enforcement in the future.

SCOPE:

The digital enforcement pilot project should cover the compliance with EU rules in three dimensions: human (drivers and operators), vehicle and freight. It would cover the controls of driving and rest time rules, posting, cabotage, all kind of licenses such as community license, driving license, driver’s attestation, tachograph cards, roadworthiness test of vehicles, weights and dimensions, with the aim to gradually give controllers an access to this comprehensive set of data in real time. The ultimate goal is to provide solutions for replacing physical controls at the roadside and at the premises of road transport undertakings by remote/automated controls without stopping the vehicle and/or visiting the premises of
the undertaking.

Geographical AREA:

The large share of international transport on particular stretches of the SCAN-MED Corridor, makes the problem of conventional roadside controls for hauliers and enforcement authorities visible. Consequently, the digitalisation of transport documents and data exchange systems between Member States are both in the interest of hauliers and of the responsible enforcement authorities and therefore comparatively well advanced on the SCAN-MED Corridor. In addition, the Austrian stretch is almost completely upgraded with ITS-G5. The proposed Pilot Project would face favourable conditions from the industry, the enforcement authorities, backed up by the already existing ITS G5 infrastructure.

Legal basis:

Add following text:


Justification:

Digitisation has already resulted in convergence between enforcement systems and applications in many Member States, but it is the slow pace of harmonisation and connection between Member States and businesses alike that has been an obstacle for a broad unified role out of digital enforcement for road transport within Europe.

Draft amendment 4358

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 04 21 01 — Pilot project — Pandemic Union-wide management

Amend figures and remarks as follows:

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Remarks:

Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

The COVID-19 Union-wide management needs long-term support for the implementation of valuable monitoring of social distancing measures.

In consideration of the way the COVID-19 pandemic affected Member States both as regards the death toll and the dramatic impact on their economies, the use of a European-wide geolocation based on the European GNSS system Galileo able to act as a point of contact between authorities and citizens could support countries to tackle this issue in the long term and provide significant socio-economic benefits.

The pilot project aims at building an exit and post-COVID-19 emergency strategies, covering also other
potential pandemics through developing a spread monitoring Union standardised solution with Union-wide coverage and endorsed by Member States authorities. It would integrate national solutions designed for limited Union areas and synchronise with national ongoing initiatives such as social distancing, mandatory quarantine or shelter in place.

The project must be coordinated with all Member States to get the specificity of each of them and it could be endorsed by each local or national authority in its own language and integrated in its own IT infrastructure.

Civil protection and public health authorities at the Member States level and at Union level should be involved in the development, in order to define the needs. Those authorities will collect and manage the anonymised data at Union level.

Virtually all new smartphones sold in the Union are Galileo-enabled. Galileo will provide one of the most promising enhancements to position accuracy with the introduction of ‘dual-frequency to refine position accuracy up to 1 metre level and thus be able to perform monitoring of the movements of the users and provide more accurate monitoring and statistics to the public authorities. Galileo will be supported by innovative methodology and technology (e.g. new algorithms and other sensors’ data integration) using other proximity-indoor technologies such as Bluetooth, and cross-check telecom operator data. In this way, once all different sources have been combined by means of artificial intelligence algorithms, all these data can be combined together in ‘heat maps’ and provide in one single repository a more complete view to authorities.

The features of the pilot project should in particular aim at:

- sending useful generic information and daily updates to users on how to behave during the emergency;
- offering users the possibility to interact with authorities and healthcare systems e.g. informing authorities about early symptoms or booking tests;
- sending a posteriori alerts to users who crossed their paths to users who have been later found infected, supporting thus the smart isolation and quarantine issued by authorities;
- creating a heat map with crowd-sourced location information from all users adequately anonymised and marking the ‘high risk infection points’;
- enabling the authorities to retrieve travel histories of the infected person and alert all the persons who had contacts with them within the contagion risk space and time window;
- sending a preliminary alert to people entering within 10 metres of a location recently visited by an infected person.

The functionalities of the pilot project would have an added value for:

- the cross border and cross-regional cooperation, safeguarding uninterrupted movement of citizens and goods and avoiding large scale lock-downs (the pilot would involve several Member States or regions);
- the scalability and the reliability of the information generated;
- better monitoring and control of the spread of the disease regionally or globally and thus facilitating related decisions, e.g. allocating the distribution of respirators to specific areas, support medical research, preventing cases of super spreaders, monitoring and verifying the digital mobility authorizations;
- access to better statistics and artificial intelligence models based on the collected data about the spreading of correlated symptoms (i.e. not only based on confirmed tests).

The pilot project will also explore possible integration with other sources or other applications based on Bluetooth signals or data from the telecoms operators. All data collected and treated should be based on robust protection of privacy and data, including where appropriate on data anonymisation and informed consent by the users. It should comply with recommendations from the European Data Protection Supervisor with regard to the data collection feature and with all data protection legislation in terms and conditions on allowing an individual collection of data in the pandemic situation.

Justification:
Matter of national competences.

Draft amendment 216
Tabled by Committee on Industry, Research and Energy

SECTION III — COMMISSION

Add: PP 04 22 01

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Heading:

Pilot project - A European In-Orbit Data Centre

Remarks:

Add following text:

The pilot project would primarily look at the potential for installing internet data centres in orbit.

The installation of internet data centres in orbit would bring a solution to the decarbonisation of the global digitalisation, as Internet has emerged as a major global greenhouse gas contributor.

In orbit, data centres would therefore enable us to reach our climate objectives as their energy would be drawn directly from the sun, used locally, and heat would be dissipated in space outside the earth’s atmosphere.

The project shall be focused on placing an operational in-orbit demonstrator that could develop into a large space platform in orbit, associated with high-capacity power stations and multiple standard data centre modules, assembled, maintained, and upgraded using robotics.

The steps of the project would be the following:

- Making a detailed feasibility study, emphasising on an overall system study that would define the space system's architecture, confirm the feasibility and costs, as well as the carbon footprint. This study would include climate specialists to verify and quantify the environmental benefit of the project, which would justify its investment in the context of the Green Deal.

- Defining more precisely the space data centre infrastructure, in terms of power station network orbital positions, size and number, necessary optical data relays, etc.

- A first operational objective would be a small scale in-orbit station (typically 5-10 MW), as a minimum viable product (MVP) to demonstrate performance and provide feedback for the final development leading to assembling a station in orbit by 2025.

On a longer term, such orbital stations could be replicated in order to have a larger impact on the climate at planet level. Having demonstrated the carbon footprint benefit of the first full scale data centre in orbit, Europe would be in position to lead an international cooperation for a worldwide-level deployment.

This project could change the scale of the European digital and space industry, giving it a worldwide role in on-orbit operations and access to space with huge competitive benefits for other sectors.

This privileged position in space would also offer a number of intrinsic advantages: easier cyber security protection, 5G connectivity, edge computing, etc. For Europe, it would provide cloud independence, and strengthen the EU’s industrial excellence in the domains of processors, microelectronics, memories, as well as launchers, satellites, solar generators, batteries, robotics, etc.
The decarbonisation of data servers, which are now among the world's fastest-growing energy users, would contribute substantially to Europe's commitment to become the world's first climate neutral continent by 2050 while contributing to EU data sovereignty.

Justification:

In 2019, data centres’ CO2 footprint equated to that of the aviation industry. By 2025, it is set to double. It is disconcerting that digitalisation, which helps solve many climate challenges, is also a major contributor to rising emissions, to the point that internet usage limitations are envisioned.

Space technology has now reached a level of maturity to make this solution feasible.

This project will help the EU achieve its climate goals, all the while opening the door for innovative projects that will boost European competitiveness.

Draft amendment 4147

Tabled by Petros Kokkalis, Paolo De Castro, Marie Toussaint, Rasmus Andresen, Pierre Larrouturou

SECTION III — COMMISSION

Add: PP 05 22 01

| Heading: Pilot project — Monitoring the SDGs in the EU regions - Filling the data gaps |
| Remarks: |
| Add following text: |

The proposed pilot project aims at engaging EU regions in the monitoring process of the SDGs. Taking into consideration the importance of timely, granular, reliable, relevant and up-to-date data for the success of the 2030 Agenda, the pilot project will provide a framework for regional authorities to monitor the SDGs in their territory. It will support and enhance regional statistical capacities in the collection of data, the monitoring and evaluation process. The data collected and consequently their evaluation will be made available to national and EU authorities for the overall evaluation of the progress towards the achievement of the SDGs. In addition, the project will provide tailored training to regional authorities for the proper collection and analysis of data to ensure the quality. In order to increase local ownership and increase openness and transparency, the project will make all the data available to the public and will create a platform where citizens can contribute to the definition of the priorities as well as to the monitoring and evaluation process. The data at regional level will be crucial in identifying potential gaps and areas in which action needs to be stepped-up as well-as the underlying reasons of the lack of progress. Conversely, it will pinpoint which factors facilitate the progress towards specific goals. Finally, the project will initiate a dialogue among EU regions on good practises and actions for the implementation of the 2030 Agenda.

The proposed steps to take for the implementation of the pilot project:

1. Determination of the focus level - NUTS 2;

2. Call and selection of the EU regions that will take part in the pilot project - building on the experience gathered by the competent European Commissions DGs, the intention is to have a maximum of ten (10) regions/sub-national authorities participating in the pilot project, representative of different types,
according to prior work on the SDG monitoring, geographic location, size, socio-economic conditions and statistical capacity;

3. Setting of the local SDG agenda - common priorities but also adapted to local characteristics;

4. Implementation strategy;

5. Determination of methodology and selection of appropriate indicators - intention to cover all goals and most of the 169 targets - particular importance will be given to indicators that so far have not been used at regional level - the set of indicators will differ between the regions to reflect the local characteristics and needs;

6. Initiation of the monitoring process;

7. Collection of data;

8. Analysis and evaluation;

9. Report of the findings and coordination among regions about the steps ahead;

10. Feed of data to national authorities, the European Commission and communication to the public;

11. Identification of shortcomings in the data;

12. Modifications to enhance the data collection and analysis procedure as well as the quality;

13. Identification of gaps vis-a-vis the progress towards the SDGs

14. Draw up of new action plan to address the gaps.

Legal basis:

Add following text:


Justification:

There is no EU legal basis for the collection of SDG-related data at regional level. There is only one project with some similar characteristics, which however does not provide data for several of the goals/targets and gives an oversimplified overview. The proposed pilot project will fill data gaps and will give particular attention to aspects of the goals that have not been collected, monitored and analysed so far at regional level, it will thus provide valuable information which otherwise would not have been collected, giving real added value to the EU efforts to monitor the goals.

Draft amendment 4148

Tabled by Younous Omarjee, Committee on Budgets

SECTION III — COMMISSION

Add: PP 05 22 01

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The PP will encourage the green and blue recovery in the Atlantic by creating a precursor of a cooperation scheme at transatlantic level to foster exchanges of best practices and joint projects on the green recovery of maritime sectors important to Atlantic coastal regions, including outermost regions and non-EU regions. This pilot is strongly innovative as it will go beyond the traditional INTERREG EA projects which only connect Atlantic EU regions. This pilot will include EU Atlantic outermost and non-EU regions and thus promote the EU Green Deal beyond EU borders. Besides, it will go beyond the Galway and Belém Statements on Cooperation on Research as it will be a tool to improve regional development strategies such as regional investment in green marine leisure infrastructure and innovation policies to adapt to and mitigate climate change, which are key challenges identified in Atlantic RIS3 and the Atlantic Strategy Action Plan 2.0.

Developing a transatlantic cooperation will produce the following outcomes:
- improving policy making at regional level;
- internationalisation of SMEs of the Atlantic area;
- upskilling and reskilling stakeholders active in the key Atlantic sectors;
- enhancing the territorial cohesion of the Atlantic Area and the appropriation of the Green Deal and Atlantic Strategy principles by EU and non-EU regional and local authorities.

To achieve this goal, the PP will support:
- Three trans-sectorial and transatlantic workshops online with the aim to generate knowledge, exchange practices on how to enhance the sustainable development of the sector across the Atlantic. It will foster cross-fertilisation of existing projects, will enhance a dialogue between the four pillars of the Atlantic Strategy and will reflect on transversal topics such as SMEs development and youth entrepreneurs.
- Three study visits and three capacity-building trainings directed towards regional administrations, wishing to develop their skills and strengthen their cooperation at a transatlantic level. The capacity-building exercise will derive from the challenges identified in the workshops and will be a privileged tool for administration to enhance their transatlantic cooperation.

- The development of a database of contacts at a transatlantic level to foster dialogue and best practice exchanges.
- Key capitalisation activities such as the development of a catalogue of best practices compiling innovations identified in the workshops and study visits, the development of a roadmap on the transatlantic cooperation to foster sustainable development of Atlantic coastal territories, and other actions helping the transfer of best practices outside the consortium and enabling cross-fertilisation and capitalisation with current projects.

Such strategic actions for the Atlantic could only be developed if the area key players are involved as a network of regional authorities and key technical partners. Regional authorities have strong links with the clusters and SMEs operating in their territories. They also have developed links at a transatlantic level, which will be able to be mobilised quickly and will provide the pilot project with a network of stakeholders from the other side of the Atlantic.

Legal basis:
- Pilot project within the meaning of Article 58(2) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of

Justification:

The Atlantic seaboard is lagging behind some other regions in terms of GDP/capita, unemployment rates, investment in R&D, and training. Atlantic States are deeply affected by the COVID-19 crisis and face a further economic crisis as a result of Brexit. The Atlantic area is also affected by a global issue which is the climate change. A stronger transatlantic cooperation would strengthen innovation and regional cohesion for a sustainable development of the area.

Draft amendment 144

Tabled by Committee on Employment and Social Affairs

SECTION III — COMMISSION

Add: PP 05 22 01

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Heading:

Pilot project — Establishing a Youth Event for citizens of the Overseas Countries and Territories

Remarks:

Add following text:

Add the following

Despite the eligibility by principle stated in the Overseas Association Decision (OAD), the actual access by individuals and legal entities based in the Overseas Countries and Territories (OCTs) to the programmes of the EU remains a challenge, and their success in accessing EU funds remains very limited.

Given the special status of the Overseas Countries and Territories (OCT's) as enshrined in the Treaties, a dedicated Youth Event for young citizens of the OCT's will be of great value for those citizens and the European Union. During the event, they would get the opportunity to exchange knowledge, to meet the representatives in the European Parliament and to learn about the many opportunities that the European Union is providing for the OCT's.

Such an event would among other things be informative and provide the youth on the OCTs with information on what the EU and its institutions entail, and how youth can get involved with the EU by, for instance, applying for EU programmes and funds. In this way, this event is a complementary and preparatory component to the existing student mobility programmes.

Legal basis:

Add following text:

Justification:
The Covid-19 pandemic has detrimental consequences with long-term effects for youth on the OCTs. Key sectors like tourism have been hit severely and the mobility opportunities of youth have further declined. A Youth Event dedicated to the specific needs of youth on the OCTs should contribute to a stronger relationship and engagement between youth on the OCTs and the EU and make them ambassadors of the EU globally.

The European Union has a duty to engage with its citizens. This should also include the citizens in the Overseas Countries and Territories.

Draft amendment 378
Tabled by The Left group in the European Parliament - GUE/NGL

SECTION III — COMMISSION
Add: PP 05 22 01

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Heading:
Pilot project — Social and labor impacts of the liberalization of the transport sector

Remarks:
Add following text:

The EU policy from the last decades, the several packages of measures that were proposed and implemented to all transport sectors, resulted in the flexibility of the systems, with the dismantling of companies and the transformation of the services' profile, for passengers and goods, within and between Member States.

The EU, in its assessments of the implementation of these packages, focuses essentially on the efficiency and effectiveness gains of the systems, but, in general, there is a lack of information to assess their impacts beyond the financial issues.

It is therefore important to carry out a study that focuses on the impacts of flexibility measures in the transport sector at the level of:
1 - The evolution of employment and the quality of employment in the sector;
2 - The evolution of the number of passengers, as a function of population density;
3 - The evolution of service quality indices, equipment age and maintenance costs.

The results of the study will allow a holistic assessment of the sector, contributing to a more sustained evaluation and review of the legislation.

Legal basis:
Add following text:

Justification:

The EU assessments of the implementation of the liberalization measures in the transport sector basically focus on financial gains and economic and management improvements, on the financial efficiency and effectiveness of services. In general, there is a lack of information that assesses the social, labor and qualitative aspects of the service. This information is essential to support the assessment of EU regulations in the transport sector.

Draft amendment 304

Tabled by Committee on Regional Development

SECTION III — COMMISSION

Add: PP 05 22 01

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Heading:

Pilot project — Transatlantic cooperation scheme delivering the Green Deal locally

Remarks:

Add following text:

The PP will encourage the green and blue recovery in the Atlantic by creating a precursor of a cooperation scheme at transatlantic level to foster exchanges of best practices and joint projects on the green recovery of maritime sectors important to Atlantic coastal regions, including outermost regions and non-EU regions. This pilot is strongly innovative as it will go beyond the traditional INTERREG EA projects which only connect Atlantic EU regions. This pilot will include EU Atlantic outermost and non-EU regions and thus promote the EU Green Deal beyond EU borders. Besides, it will go beyond the Galway and Belém Statements on Cooperation on Research as it will be a tool to improve regional development strategies such as regional investment in green marine leisure infrastructure and innovation policies to adapt to and mitigate climate change, which are key challenges identified in Atlantic RIS3 and the Atlantic Strategy Action Plan 2.0.

Developing a transatlantic cooperation will produce the following outcomes:

- improving policy making at regional level;
- internationalisation of SMEs of the Atlantic area;
- upskilling and reskilling stakeholders active in the key Atlantic sectors;
- enhancing the territorial cohesion of the Atlantic Area and the appropriation of the Green Deal and Atlantic Strategy principles by EU and non-EU regional and local authorities.

To achieve this goal, the PP will support:

- Three trans-sectorial and transatlantic workshops online with the aim to generate knowledge, exchange practices on how to enhance the sustainable development of the sector across the Atlantic. It will foster cross-fertilisation of existing projects, will enhance a dialogue between the four pillars of the Atlantic Strategy and will reflect on transversal topics such as SMEs development and youth entrepreneurs.
- Three study visits and three capacity-building trainings directed towards regional administrations,
wishing to develop their skills and strengthen their cooperation at a transatlantic level. The capacity-building exercise will derive from the challenges identified in the workshops and will be a privileged tool for administration to enhance their transatlantic cooperation.

- The development of a database of contacts at a transatlantic level to foster dialogue and best practice exchanges.

- Key capitalisation activities such as the development of a catalogue of best practices compiling innovations identified in the workshops and study visits, the development of a roadmap on the transatlantic cooperation to foster sustainable development of Atlantic coastal territories, and other actions helping the transfer of best practices outside the consortium and enabling cross-fertilisation and capitalisation with current projects.

Such strategic actions for the Atlantic could only be developed if the area key players are involved as a network of regional authorities and key technical partners. Regional authorities have strong links with the clusters and SMEs operating in their territories. They also have developed links at a transatlantic level, which will be able to be mobilised quickly and will provide the pilot project with a network of stakeholders from the other side of the Atlantic.

Legal basis:

Add following text:


Justification:

The Atlantic seaboard is lagging behind some other regions in terms of GDP/capita, unemployment rates, investment in R&D, and training. Atlantic States are deeply affected by the COVID-19 crisis and face a further economic crisis as a result of Brexit. The Atlantic area is also affected by a global issue which is the climate change. A stronger transatlantic cooperation would strengthen innovation and regional cohesion for a sustainable development of the area.

Draft amendment 305

Tabled by Committee on Regional Development

SECTION III — COMMISSION

Add: PP 05 22 02

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Heading:

Pilot project — Recovery of old vineyards for the development of a sustainable economy in the Extremadura Region

Remarks:

Add following text:

The proposal aims to rehabilitate centenary native vineyards which are part of the agriculture history of
the local producers in Extremadura. This project strives to work with researchers, local producers and distributors, as well as local and regional authorities. Old vineyards have demonstrated to be more sustainable in terms of water use and resistance to plagues, but they have been replaced by more resource-intensive ones. This project's endeavour is to recuperate, as intangible heritage, the various wine grape varieties, wine-growing and wine-making techniques, and to put those old (new) products into today's competitive wine market.

Legal basis:

Add following text:


Justification:

The proposal aims at recovering old techniques, fighting depopulation on certain areas and creating sustainable long-term jobs, as well as upskilling workers, with the collaboration of the research centres and the workers from a lagging-behind region, as well as at developing a market for old (new) products. It can be applied at a European Union level at a later stage since there is a Europe-wide tradition of local vineyards.

Draft amendment 295

Tabled by Committee on Transport and Tourism

SECTION III — COMMISSION

Add: PP 05 22 02

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Heading:

Pilot project — Study on health and safety impacts in the commercial aviation sector

Remarks:

Add following text:

In recent decades, commercial aviation has gained more relevance in global social and economic relations. For example, over the last three decades, cabin crews have gone from flying 50/55 hours/month to 95/100 hours/month, and during the same period, cabin crews have worked on 3 long-haul flights to 6. Commercial aviation has changed in a way that cabin crews are now more exposed to ionizing radiation and to the deplorable air quality inside planes. This has major impacts on health and safety.

This study, which should involve employee representatives, will contribute to a better understanding of the impacts of commercial flights on the health and safety of frequent passengers, cabin crew and pilots. This study should contribute to an Action Plan to reduce these impacts.

Improving the working conditions of cabin crew and the safety of frequent flyers and cabin crew is key to increasing the sector's capacity in terms of job quality and passenger reliability.

The European Parliament discussed, at the July 2021 plenary session, an oral question focused on the
rights of workers in the aviation sector, reflecting many of the issues that this study should highlight, contributing to objective and useful information for the intended legislative work.

Legal basis:

Add following text:


Justification:

The growing number of cabin crew members and passengers with cancer, infertility and teratogenicity (defects in offspring), sleep disturbances or social isolation show that changes (labour and technical) in commercial aviation have likely worsened working conditions and safety of workers and passengers. This phenomenon needs to be properly evaluated and subsequently addressed in its various dimensions (health, family life, etc.).

Draft amendment 4366

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 06 19 01 — Pilot project — Confidence in vaccines for patients, families and communities

Amend figures and remarks as follows:

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Remarks:

Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

Justification:

EU propaganda

Draft amendment 4059

Tabled by Victor Negrescu, Committee on Budgets

SECTION III — COMMISSION

Add: PP 06 22 01

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Heading:

Pilot project — Monitoring tool for the European Recovery and Resilience Facility

Remarks:

Add following text:

The Recovery and Resilience Facility aims to cope with the economic and social impact of the COVID-19 crisis and improve European economies and societies by making them more sustainable, resilient and better prepared for the challenges and opportunities of the green and digital transitions. This Pilot project aims at providing a monitoring tool for the European Recovery and Resilience Facility at Member State level with an online platform where citizens can see the progress of all EU Member States and see how the different targets are being met. This digital monitoring platform can increase EU citizens trust in the mechanism while in the same time allowing the European Commission to be supported in its evaluation process. The platform can also allow to compare the efforts made in different sectors and by the different member states. The new monitoring platform will also help the European Commission in its assessment of the implementation of the facility.

Legal basis:

Add following text:


Justification:

A performance monitoring is envisaged in the RRF but this will only identify some key performance indicators collected with the help of Member States. Our goal is to create a broader and transparent monitoring system that will show to EU citizens the benefits of the RRF and how Member States are using the available EU resources to meet the established targets.

== ENVI/6065 ==

Draft amendment 167

Tabled by Committee on the Environment, Public Health and Food Safety

SECTION III — COMMISSION

Add: PP 06 22 01

Heating:

Pilot project — Best practice and information sharing across EU laboratories and Member States in genetic testing for rare diseases: the case of genetic Neuromuscular Diseases (NMD) and Inherited Retinal Degenerations (IRDs)

Remarks:
Add following text:

1. Context:

For people living with a rare disease obtaining an accurate and timely diagnosis is fundamental, to ensure access to care, as well as to enable essential social support. For people living with NMDs and IRDs, getting a timely and accurate diagnosis is often a challenge, due to the significant clinical and genetic heterogeneity. This can impact their survival and quality of life, especially at a time when new transformative therapies are being approved and potentially bringing new hope for these patients.

Genetic testing is the laboratory process of analysing human genetic material. Multiple methods are available, and many are currently being developed at an unprecedented and unforeseen pace. At the same time, the overall number of genes identified as the cause of rare diseases is continuously increasing. There is significant variation across Europe in terms of number of genetic tests available, with some countries testing for fewer than 20 genes, whilst others for over 2000.

People living with a rare disease, as well as those not yet diagnosed, have the right to access the same quality care as any other patient, despite the rarity of their condition and independent of where they live. The European Reference Networks (ERNs) play a fundamental role in ensuring that high-quality, cost-effective care is provided to patients across Europe. Ensuring best-practice and information exchange in genetic testing for rare disease across laboratories and Member States can improve rare disease patients’ lives, enabling access to the most up-to-date information and best practice examples on genetic testing.

The need to foster harmonisation across Europe on genetic testing for rare diseases via the exchange of best practice is defined by the following EU policy documents:

- Council Recommendation on an action in the field of Rare Diseases (2009/ C151/02)
- Commission Communication on Rare Diseases: Europe’s challenge (COM (2008) 679)
- Directive 2011/24/EU on the application of patients’ rights in cross-border healthcare
- The Commission Expert Group on Rare Diseases’ Recommendation on cross border genetic testing of Rare Disease in the European Union (published in November 2015)

2. Objectives:

The ultimate objective of this Pilot Project is to ensure that patients living with a rare disease (like NMDs and IRDs) can access information on the most appropriate genetic testing via the exchange of best practice and examples from across the EU. Building on the Recommendation on Cross Border Genetic Testing of Rare Diseases in the European Union formulated by the EUCERD, and on the coordination role of ERNs, the project will focus on access to best practice examples and up-to-date information on genetic testing for NMD and IRDs patients across EU borders with the objective of building recommendations valid also for other rare disease areas.

Specific objectives of the Pilot Project will be:

- Overview of existing testing capacity for NMDs and IRDs across Europe
- Set up collaboration, information and best practice sharing mechanisms between laboratories via appropriate databases, supported and monitored by ERNs as appropriate
- Identification of challenges and opportunities associated with diagnostic access
- Recommendations on how to ensure timely access to genetic testing on a cross-border basis

3. Method:

Implementation

The Pilot Project would perform a Survey of Clinical Genetics Units and Genetics Laboratories across Europe to investigate their experiences with NMDs and IRDs.

In the first phase, the Survey will look into:
- availability of genetic testing centres and test coverage for the NMDs and IRDs
- current standard for genetic testing for NMDs and IRDs
- diagnostic pathway: identification of centres and HCPs responsible for ordering and interpreting genetic testing
- availability and quantity of cross-border genetic testing (CBGT) for NMDs and IRDs
- evidence of any significant variation in access to CBGT for NMDs and IRDs
- issues compounding the difficulties of CBGT

The second phase will focus on the results, presented in the following documents:
- a comprehensive mapping of the situation in Europe
- an interactive dashboard collecting key information
- identification of best practices directed at improving NMDs and IRDs genetic testing but applicable to other rare diseases
- a policy workshop to present best practices, and identify channels for implementation and further exchange
- a guidance toolkit supporting the potential implementation of best practice at national level, developed in cooperation with relevant ERNs

Possible collaboration

The project could be conducted in collaboration with the two relevant ERNs for the above-mentioned conditions: EURO-NMD and ENR-EYE.

Outcomes

The Survey aims at identifying concrete gaps in genetic testing laboratories across Europe, define a concrete action plan on how these could be addressed and set the basis for best practice and information sharing across EU. We also suggest sharing the outcomes of this pilot to the Steering Group on Health Promotion, Disease Prevention and Management of Non-Communicable Diseases and explore the integration of best practice in their database.

Legal basis:

Add following text:


Justification:

Genetic testing for rare diseases plays a crucial role in the patient pathway, ensuring timely and correct diagnosis. The objective of this Pilot Project is to create an EU framework for information and best practice sharing amongst laboratories and between Member States, to ensure timely access to genetic testing at national level, or on a cross-border basis. The system should be developed under the coordination and monitoring of European Reference Networks (ERNs).
Heading:

Pilot project — Research Plan to develop a free-open source tool to tackle non-consensual published pornography

Remarks:

Add following text:

The proposed pilot project will conduct research to develop a free open-source tool to tackle the phenomenon of non-consensual published pornography (NCPP).

By now, it is evident that the issue of non-consensual published pornography is a serious problem, which has been poorly tackled across the EU. The source of the problem lies in multiple instances, among them the lack of in-depth research on the phenomenon and on how it can be tackled, as well as the lack of harmonised legislative approach, and consequently, of effective law enforcement. Victims of non-consensual published pornography are mentally overstrained with the burden of having to manually and constantly search the global Internet for illegal publications of depictions of their bodies, asking the relevant platforms for removal and reporting the criminal activities to the competent law enforcement agency. Although certain support tools and services are on the market, there is so far no free tool that supports searching for both non-consensual published pornography on imagery and videos that allows for continuous monitoring for new publications and reporting to platforms and authorities.

The proposed Pilot Project aims to cover the research phase through a Research Plan in order to come up with a solution for a free-open source tool. The proposed Research Plan will be divided in the following phases:

Phase 1: the project will conduct research with the objective of developing a free-open source tool that facilitates searching for non-consensual published pornography on imagery and videos, as well as the continuous monitoring for new publications and reporting to platforms and authorities. By identifying and analysing the causes, challenges, trends, as well as collecting best practices of the phenomenon of non-consensual published pornography, the initiative seeks to develop a suitable free-open source tool which can contribute to eradicate the problem. Once developed, the tool will contribute to support victims and victim help NGOs to find occurrences of non-consensual dissemination of depictions of their bodies, to continuously monitor for new publications, semi-automatise the notification process and to monitor the take-down process by platforms. In addition, the tool to be developed will also support victim reporting to the competent law enforcement authority, in order to strengthen the reaction, response and efficiency of law enforcement.

Phase 2: the proposal will include the testing of the free-open source tool once developed. During this phase, the project will come up with the findings of the testing and with recommendations about how the tool has to be applied. Education as regards the use of the free-open source tool and of the process shall be part of this phase of the project.

Legal basis:

Add following text:


**Justification:**

In-depth research coordinated at the EU level is necessary to find suitable tools to tackle NCPP from a horizontal approach, which is a growing and poorly tackled phenomenon. Therefore, it is instrumental to conduct research on possible solutions, such as a free-open source tool, and to test them in order to assess their effectiveness. The outcome of the Research Plan can contribute to support victims and NGOs to find occurrences of NCPP and to simplify the monitoring and takedown process by the platforms, which is essential to eradicate the problem.

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**Draft amendment 296**

Tabled by Committee on Transport and Tourism

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**SECTION III — COMMISSION**

**Add: PP 06 22 01**

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**Heading:**

*Pilot project — Supporting European ecotourism in the context of the crisis created by COVID-19*

**Remarks:**

*Add following text:*

*The tourism sector is one of the most affected by the crisis created by COVID-19. For this reason, a pilot project is needed to support promoters such as businesses, individuals, entities that promote ecotourism, especially in rural areas of the Member States, where traditional handicrafts are made. Promoters could create online and offline information campaigns, advertise on social networks, organize events with European leaders and experts in the field of ecotourism.*

*Ecotourism offers opportunities for nature experiences that provide a better understanding of this environment and the opportunity to discover and protect nature, culture and local traditions by tourists. Ecotourism and traditional handicraft products attract those tourists who want to interact with the natural environment and broaden their level of knowledge, understanding of local values.*

*Promoters must encourage tourists to adopt best practices in tourism and planning methods in terms of nature conservation and protection and sustainable development.*

*In order for promoters to be able to foster European ecotourism, to make European rural areas more attractive to tourists, they need to be financially supported. As we do not have a special budget line for tourism at European level, it is essential to have a pilot project to promote tourist areas where handicrafts are produced and to finance promoters that have this object of activity.*

**Legal basis:**

*Add following text:*


Justification:

The pilot project will provide financial support to ecotourism promoters to encourage people to travel to EU ecotourism areas and provide them with more information on where ecotourism can be practiced in the EU. It is important to promote the natural and cultural resources we have at Union level. Ecotourism involves participation in the conservation of the natural areas visited, providing constructive ways for good management and conservation of these natural areas, therefore it is necessary to have a pilot project of 985,000 EUR to achieve these objectives.

Draft amendment 4367

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 07 16 06 — Pilot project — Europe of diversities

Amend figures and remarks as follows:

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Remarks:

Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

Justification:

EU propaganda

Draft amendment 4368

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 07 17 02 — Pilot project — Sport as a tool for integration and social inclusion of refugees

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Remarks:

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This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.
Justification:
EU propaganda

Draft amendment 4369

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 07 19 06 — Pilot project — Jan Amos Prize for the Union’s best teacher teaching about the EU

Amend figures and remarks as follows:

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Remarks:
Delete following text:
This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

Justification:
EU propaganda

Draft amendment 4370

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 07 20 01 — Pilot project — Role of the minimum wage in establishing the Universal Labour Guarantee

Amend figures and remarks as follows:

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Remarks:
Delete following text:
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Justification:
EU propaganda

Draft amendment 4371
Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 07 20 04 — Pilot project — Integrity of social media

Amend figures and remarks as follows:

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Delete following text:

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Justification:

EU propaganda

Draft amendment 4372

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 07 21 02 — Pilot project — European Narrative Observatory to fight Disinformation post-COVID19

Amend figures and remarks as follows:

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Remarks:

Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

The current pandemic is not only a situation of unprecedented hazard for the life and wellbeing of Union citizens. It is also a major challenge for the fragile web of trust that connect the citizens with their states and the Union. The proposed observatory will examine the shift in narratives towards Europe and the nation state during and following the COVID-19 pandemic, providing basic recommendations for effective communication and to protect against disinformation campaigns.

The availability and quality of information is crucial to effective functioning of society, especially in a time of crisis. A lot of false information regarding COVID-19 is currently spreading in societies, especially via social media. One of the main strategies for fighting fake news is debunking, a strategy of confronting them with facts and accepted theories. Unfortunately, existing debunking strategies have proven very ineffective, especially as they do not work with individuals that have a strong belief in false information.

Research shows that Twitter, YouTube, Facebook and other influential social media provide a crucial boost
for the international network of disinformation (Smith and Graham 2019). Feeding on fear and chaos, spreading fake news and misinterpreting the data, these agents are stronger than ever (Fernández-Luque and Bau 2015). However, social media provide not only a new set of tools for spreading disinformation but also a great weapon against it.

Recent research demonstrates the important role of narratives in framing facts and information in a package that can be easily transmitted across society and how studying narratives can be the key to better understanding how ideas spread across social media and why certain ideas take hold over others. The use of this methodology in understanding the flow of information during the COVID-19 outbreak could be vital in finding a different way to inform society and to keep disinformation and misinformation at bay.

The pilot project will create a European Observatory on Narrative Distribution to monitor and analyse how new narratives are created and spread within European public discourse, decipher the emotional values that guide successful narratives, map sources and key actors active in the spreading of these narratives and develop recommendations for effective communication and policy.

Building on the work developed for the Commission-funded study on ‘Mechanisms that Shape Social Media and their Impact on Society’ the project developed by Re-Imagine Europa and the Center for Systemic Risk Research at the University of Warsaw, the Observatory would identify the dominant narratives by combining Natural Language Processing and more traditional methods of qualitative narratology. Using advanced algorithms and analysing the most qualitatively representative examples, it would establish dominant narrative patterns and answer questions such as: ‘How is the ongoing crisis influencing the dominant models, metaphors and narratives shaping our perception of identity and community?’; ‘Are European values at risk in an increasing polarised and weaponised information ecosystem?’; ‘How are external actors manipulating European public discourse to sow discord and fracture society?’; ‘What are the values and narratives that unite and separate us?’; and ‘How are our different value systems and experiences shaping the development of a European identity?’

Remembering the words of Ludwig Wittgenstein: ‘the world we see is defined and given meaning by the words we choose. In short, the world is what we make of it.’

The Observatory would be coordinating with existing European projects and infrastructures including the European Digital Media Observatory (EDMO) and SoBigData++ to ensure that there is no duplication of effort and that resources are used to support the investigative and research work and make use of the infrastructures and technical support available. The project would support action at national and multinational level focussed on detecting and analysing disinformation campaigns linked to COVID-19. The results of the pilot project would be made available to other European and national projects and ensure sharing of best practices and recommendations for effective communication.

**Justification:**

EU propaganda

**Draft amendment 241**

Tabled by Committee on Civil Liberties, Justice and Home Affairs

**SECTION III — COMMISSION**

**Item PP 07 21 02 — Pilot project — European Narrative Observatory to fight Disinformation post-COVID19**

Amend figures as follows:

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**Justification:**

Continuation of the ongoing pilot project. Recent research demonstrates the important role of narratives in framing facts and information in a package that can be easily transmitted across society and how studying narratives can be the key to better understanding how ideas spread across social media and why certain ideas take hold over others. The use of this methodology in understanding the flow of information during the COVID19 outbreak could be vital in finding a different way to inform society and to keep disinformation and misinformation at bay.

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**Draft amendment 152**

Tabled by Committee on Employment and Social Affairs

SECTION III — COMMISSION

**Item PP 07 21 03 — Pilot project — Cross-Border Crisis Response Integrated Initiative (CB-CRII)**

**Amend figures and remarks as follows:**

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**Remarks:**

Before paragraph:

I. Context

Amend text as follows:

This appropriation is also intended to cover commitments remaining to be settled from previous years under the pilot project.

After paragraph:

I. Context

Amend text as follows:

*After more than one year since the breakout of the pandemic, the* COVID-19 crisis is still extremely challenging not only for inter-state relations, but also for relations between neighbouring territories divided by national borders. It has generated deep pressure on cross-border regions which represent 40% of the territory of the European Union, and also on cross-border workers who represent 2 million people.

At the same time, the crisis revealed a lack of adequate cooperation and coordination across borders as well as strong interdependencies within cross-border border areas seen as functional areas. Each decision taken on one side of the border had a direct impact on the other side of the border.

At the beginning of 2020, the crisis first provoked uncoordinated border closures, as well as several uncooperative actions by both public and private stakeholders. While some Member States decided to close entirely their borders, others drastically reduced the number of border-crossing points in order to slow down the spread of COVID-19. Although the free movement of people and goods is a cornerstone of the single market, the COVID-19 crisis has hindered the application of this key principle. Border bans or controls put cross-border workers, primarily in the health sector, but also in the field of construction,
agriculture, or in the transport sector in an alarming situation. Repetitive border shutdowns have had a strong negative impact on cross-border citizens, their family life, the local economy, businesses, the transport of essential goods and cross-border public services (education, healthcare). In some regions, city regions or even States like Luxembourg, where the health system is heavily dependent on cross-border workers, the interruption of cross-border public transport connections created complicated situations. The situation has also had a negative impact on mutual trust between partners across the borders which took many years to be built over the years, and which is essential for cross-border cooperation.

Despite many years of institutionalised (Interreg, CB organisations) and informal cooperation between border regions, the existing relations did not always allow an efficient and quick response to cope with the outbreak of such a crisis. Despite existing cross-border structures such as the European Grouping for Territorial Cooperation were rarely involved in the elaboration or in the implementation of emergency measures despite their knowledge on the functioning of administrative and political organisation on both sides of the borders. Existing cross-border structures such as the European Groupings for Territorial Cooperation have rarely been involved in the elaboration or in the implementation of emergency plans.

Nonetheless, the COVID-19 crisis has also allowed the development of new forms and initiatives of cross-border cooperation, regarding particularly the healthcare sector. Several neighbouring regions to Grand Est (FR) demonstrated solidarity by welcoming hundreds of patients in their intensive care units and covering hospital transfer costs. In the cross-border conurbation of Gorizia (IT)-Nova Gorica (SI), although border controls were restored, the Mayors of these two cities continued collaborating and exchanging on this common emergency to better anticipate the situation and to more quickly adopt measures to keep the number of people infected lower while preserving the local intertwined economy. Mayors of these two cities continued collaborating and exchanging on this common emergency. Thanks to daily updates from the Mayor of Gorizia, Nova Gorica was therefore able to better anticipate the situation and to adopt faster measures to keep the number of people infected in Nova Gorica lower than in the rest of Slovenia. The cross-border Cerdanya hospital (ES-FR) positively benefitted from its double belonging to two different healthcare systems, allowing a sound supply of masks and medicines and the reinforcement of cooperation with larger hospitals on both sides of the border (Barcelona and Perpignan), where intensive care units were available. Around Geneva, a new vignette for cross-border healthcare workers and dedicated traffic lanes were conceived in order to speed border crossing for these essential workers. These new forms of cooperation revealed the creativity and ability to reinforce cross-border cooperation.

Cross-border territories are unique laboratories of territorial cohesion and European policies. The experience of border regions during the unfolding COVID-19 crisis has illustrated the strong need for tailored new solutions to empower cross-border territories in managing such emergencies. At the same time, this crisis is an opportunity to promote a new model of ‘co-development’ for integrated cross-border regions, by improving existing multilevel governance tools and by strengthening and establishing new sound cross-border public services.

After paragraph:

II. Objectives

Amend text as follows:

The overall objective of this pilot project is to improve the life of citizens and businesses in border regions by supporting functional cross-border areas with specific tools. All throughout, border regions have been more integrated and functional cross-border areas. Border regions are a very strong and visible example of the immediate effects of the COVID-19 crisis. Re-establishing border controls has hampered a whole ecosystem. Therefore, based on a thorough analysis of the experience of border regions during the COVID-19 outbreak, this pilot project aims at helping border regions to better face future crises and to promote a new model of elaborating public policies, including public services, in border regions based on co-development and through improved multilevel governance. The pilot project combines therefore a short-term and a midterm approach to provide practitioners and decision-makers with concrete tools and methodology that can be
directly translated into reality, tangible eye-opener of the immediate effects of the COVID-19 crisis. Re-establishing border controls has hampered a whole eco-system. Therefore, based on the existing analyses on the experience of border regions during the COVID-19 outbreak, this pilot project shall help LRAs to better tackle future crises and to promote a new model of elaborating public policies for resilient cross-border regions, including public services, based on co-development and through improved multilevel governance. The pilot project combines therefore a short-term and a mid-term approach to provide practitioners and decision-makers from all European borders with operational tools and processes, to avoid future unexpected disruptions in the daily life of cross-border citizens, for citizens, and applicable to all European borders.

III. Expected results

Delete following text:


Amend text as follows:

1. Completing the analysis commissioned by the DG REGIO ‘The effects of COVID-19 induced border closures on cross-border regions - An empirical report covering the period March to June 2020’ by integrating the follow-ups to the first wave (spring 2020) until now and by proceeding to a more economic This assessment will give a comprehensive picture of the reaction and non-reaction to the crisis in border regions and their consequences. This implies gathering evidence and concrete examples on the difficulties faced by the border regions during the crisis, on the impact on different sectors and on cooperation initiatives emerging from the crisis. It should also analyse the role of existing cross-border structures in the management of the crisis. This assessment will make the Union able to objectively measure the costs of non-cooperation. Through collecting practical and statistical analysis of the effects of the sanitary crisis in borders areas (NUTS 3 level) and of the risks they face in the near future. The objective will be to measure the resilience of border areas compared to other EU regions by collecting evidence in different thematic fields: employment rate, cross-border flows, evolution in GDP, etc. The analysis should also point out the strong interdependence of border territories, and should reveal that an uncoordinated measure on one side of the border has an impact on the other side of the border. Finally, it should point out the double nature of borders: boundaries of sovereign States guaranteeing the security of their own citizens; and local areas where people live. This requires the establishment of sound multilevel governance of the border, involving local actors.

2. A platform mapping out cross-border public services, obstacles and solutions to cross-border cooperation, with a focus on health, emergency management and civil protection. Building on the work already carried out on cross-border public services (CPS) by ESPON, DG REGIO intends to consolidate a platform, collecting information on public services in different sectors in border regions, with a strong operational aspect, identifying the gaps, the needs and the existing structures to facilitate better integration of border regions. The pilot project should contribute on the specific topic, the maintenance of cross-border public services in the case of crises, with a focus in the field of health, civil protection and disaster management. It should gather information about the capacity of existing public services to answer crisis situations in some key sectors (health, transport, basic services, ...), mapping key contacts over the borders and providing data. The conditions to secure the updating of the platform, on the basis of a European network, shall be defined. cooperation.

Delete following text:

The platform should have a strong operational aspect by collecting information on public services in different sectors in border regions (health sector, judicial sector, economy, etc.). This would help in identifying the gaps, the needs and the existing structures to facilitate better integration of border regions. This platform should build on the work already carried out on cross-border public services, more specifically on cross-border public services operating in the field of civil protection and disaster management. Taking the health sector as an example, the platform may also gather information about the capacity of existing public services in the health sector, mapping key contacts over the borders and providing data on hospitals. Moreover, this online platform will provide an overview of obstacles and existing solutions to cross-border
cooperation in different domains. It should build on the experience gathered during the implementation of other initiatives such as the b-solutions project. The conditions to secure the updating of the platform, on the basis of a European network, should be defined.

Amend text as follows:

3. An action plan to ease and to systematise solidarity and crisis management across neighbouring regions.

Through this mechanism, border regions should be better equipped to react swiftly to different types of crisis (pandemic, environmental, security, natural disasters, migration, terrorist attacks, etc.) impacting borders and requiring the coordinated action of national and local authorities.

Based on the lessons learnt from the COVID-19 crisis, and from existing cross-border government and Interreg projects, especially those already dealing with civil protection, a European regulation on cross-border emergency plans should be developed in order to better react in front of future crisis and to ensure the free movement of cross-border workers and essential goods, social protection, harmonised communication... The delegation to local EGTCs of the preparation of joint cross-border Emergency plans, guaranteeing minimum standards for cross-border cooperation will increase the involvement and the readiness of mechanisms, Interreg projects, dealing with civil protection, a protocol model should be developed in case of a crisis to ensure the free movement of cross-border workers and essential goods, social protection, harmonised communication, etc. This protocol of actions involving national and local authorities to tackle future border crises...should guide, step by step, decision makers' actions. The protocol should integrate the development of new tools such as a 'laissez-passer' for frontier workers and inhabitants of CB living areas that would be mutually recognised by neighbouring regions, possibly using opportunities designed at EU level, such as the digital green pass.

4. Boosting the potential of border regions through co-development, cross-border spatial planning and multilevel governance. The COVID-19 outbreak has shown that the socio-economic cross-border interdependence is often not tackled by means of systematic and coherent cooperation between public authorities across the border. Thus, the management of cross-border areas requires multilevel governance, as these regions are deeply interlinked and often depend on decisions taken at National or European level. The co-development approach should guide the elaboration of cooperative public policies including common spatial planning and the development of public services in different sectors (health sector, mobility, education,...), including a sustainable system for funding cross-border investment and management. This should include issues such as the social and fiscal status of cross-border working (including teleworking, which has known a significative growth since the beginning of the pandemic, and may remain as a contribution to a more sustainable development). This implies strong and permanent dialogue between policy makers from different levels of governance, with the involvement of cross-border institutions. Nowadays, there are many political structures in border regions which encourage political and citizen dialogue. However, the COVID-19 outbreak has shown that existing structures had difficulties to react swiftly, because they were often excluded by the decision-making processes. The natural reaction of Member States was to close borders while an efficient response would have been bilateral and multilevel coordination. Based on the example of the French-German 'Cross-border Cooperation Committee', created by the Aachen Treaty, a similar political platform could be replicated in other EU borders and could cover three main tasks:

Delete following text:

The COVID-19 outbreak has shown that often the socio-economic cross-border interdependence is not tackled by means of systematic and coherent cooperation between public authorities across the border. Thus, the management of cross-border regions requires multilevel governance, as these regions are deeply interlinked and they share joint interests. The co-development approach should guide the elaboration of cooperative public policies including common spatial planning and the development of public services in different sectors (health sector, mobility, education, etc.), including a sustainable system for funding cross-border investment and management. This should include issues such as the social and fiscal status of cross-border working (including teleworking, etc.), that has proved essential during the crisis. This implies strong and permanent dialogue between policy makers from different levels of governance, with the involvement of
cross-border institutions. Nowadays, there are many political structures on border regions which encourage political dialogue. However, the COVID-19 outbreak has shown that existing structures had difficulties to react swiftly. Paradoxically, border regions that were the most integrated had difficulties to coordinate a joint response. The natural reaction of these regions was to close borders while an efficient response would have been co-ordination. Based on the example of the French-German ‘Cross-border Cooperation Committee’, created by the Aachen Treaty, a similar political platform could be replicated at all Union borders and could have three tasks:

Amend text as follows:

1. **Producing evidence of cross-border integration and flows, the CB functional areas they create, and** producing evidence of cross-border integration and flows, analysing the role of joint investment and of cross-border public services.

2. **Working on the resolution of legal and administrative obstacles to cooperation through different mechanisms (bilateral agreements, the European Cross-Border Mechanism (ECBM), conventions, etc.) involving local and national authorities as well.**

3. **Developing a common recovery joint development of a common strategy by identifying for priority projects including public services. This cross-border committee political platform should reflect and act in a wide range of sectors that are essential for the development of both sides of the borders.**

In the light of the COVID-19 crisis, such political platforms should also be armed to react more swiftly to manage future crises in charge of a coordinated plan for cross-border multi-level management of crisis impacting their respective cross-border region cross-border regions.

**Justification:**

Uncoordinated border shutdowns, due to the COVID-19 crisis, have generated negative consequences for border regions and their citizens while showing that these areas are deeply intertwined. This situation has revealed the necessity of empowering border regions to respond to crises, by elaborating a emergency action plans to ensure a more coordinated approach. At the same time, the emerging forms of solidarity have paved the way for a new model of co-development for these regions, based on multilevel governance CB planning and reinforcing cross-border public services.

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**Draft amendment 151**

Tabled by Committee on Employment and Social Affairs

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**SECTION III — COMMISSION**

**Item PP 07 21 04 — Pilot project — Study on loneliness, focus on mental health**

**Amend figures and remarks as follows:**

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**Remarks:**

**Before paragraph:**

The policy brief on Loneliness – an unequally shared burden in Europe, presenting evidence and data on the subject.

Amend text as follows:

This appropriation is also intended to cover commitments remaining to be settled from previous years under...
the pilot project.

Worldwide academic evidence shows that loneliness, the absence of support networks or communicative skills have health (physical and mental) and social consequences on an individual level, as well as an economic impact on the working capacity of people and on the interconnectedness of society. Loneliness has many symptoms (e.g. depression) which sometimes get medical treatment, while the root causes of the problem remain unsolved. The effect of loneliness has been showcased on a large scale during the Covid-19 crisis, proving the negative effects of isolation on social cohesion and mental health. The impact of loneliness and the Covid-19 will have a major impact on European’s demography, not only in terms of health and social connectedness, but also on the economy by way of productivity. In a fast moving and changing world, with frequently more virtual than physical contact, especially during times of confinement, self-isolation or quarantine, with ageing and culturally diverse populations and with complex demands on the skills of workers, an increasing number of people feel left behind. The individuality of society erodes into isolation and cumulates in loneliness. In the few countries, where loneliness studies have been carried out before the Covid-19 crisis, about 80% of the population states they feel lonely occasionally and a consistent 10-13% feel lonely permanently. Not only the elderly but especially the young population is deeply affected, with peaking numbers at the young adolescent age. At this moment, the few existing studies use different criteria, varying age groups and definitions. On the EU Union level several small scale initiatives have taken place:

While these activities provide for different and partial provide new added value, while avoiding duplications.

Amend text as follows:

Loneliness and its lasting effect on social exclusion and mental health issues occurs in every age and gender group. In most countries loneliness hits men harder, yet the data is sparse. Apparently, the East-West and North-South divide also reflects in the gender disparities, with mostly women reporting loneliness in the East, while more men seem to suffer loneliness in Western Europe.

Some EU countries have commenced Member States have started an active policy to combat loneliness on national, regional or local level. Many initiatives have been launched by charity/phone projects, developers of housing of mixed age groups, living room meet ups for elderly people. Ireland, for example, has a national plan on tackling loneliness amongst senior citizens. Yet, a European approach is missing and the disparities between Member States are significant. A European perspective as well as an Union-wide network and data are crucial to understand loneliness and its impact on the social exclusion and mental health of the population to then be able to counteract and find tangible solutions together with the regional and local level.

The Project

This pilot project aims to study and compare current national and regional loneliness policies, to gather comprehensive and comparable EU-wide data, to analyse the impact of the Covid-19 crisis and to coherently provide best practices and recommendations to combat the social exclusion and mental health issues related to loneliness.

The pilot project is divided into four phases:

1) The first phase will be taking stock of loneliness studies and initiatives on local, regional and national level, be it private or public. These initiatives will be subject to analysis as to what extent and in which specific areas they are suitable to help to alleviate or prevent loneliness. An integral part of this first phase would be to conduct a comprehensive EU-wide study on the impacts of loneliness based on existing and newly gathered data, including the (lasting) impact of Covid-19, disaggregated by gender differences and reflecting regional disparities.

Add following text:

The Project
Add: In addition, the closing of schools and restriction of activities during the pandemic seem to have affected young people in school and education especially hard in particular in low-income households. Thus, the short and long-term effects of loneliness experienced by the younger population has to be included by disaggregating data not only and as already proposed by gender and region but also by age and social situation.

Amend text as follows:

2)(2) The second phase will bring all the initiatives together in an easily accessible and user-friendly platform, to directly support stakeholders and afflicted persons and to provide information on road maps to alleviate loneliness.

3)(3) The third phase will (virtually) bring together actors and stakeholders dealing with the topic of loneliness ("patients", organisations, unions, charity/volunteer organisations, policy makers, societal innovators). A summit will provide the opportunity to discuss aspects/root causes/symptoms of loneliness and its impact on social exclusion and mental health, different phases and profiles of loneliness (age groups, gender, cultural background, location, etc.) to define where and when loneliness starts as well as to debate the role of social media and digitalisation (online hate speech impact on mental health, etc).

4)(4) The fourth phase will be a follow-up at EU level and will comprise the presentation of best practices and recommendations to combat the social exclusion and mental health issues related to loneliness, based upon the outcome of the former phases. A clear outline will be presented on focus groups and the most effective measures, on short- and long-term goals, as well as an overview of stakeholder groups.

Add following text:

The proposed budgetary commitments for 2022 would be used to set up an experimental European network on the root causes of and solutions for loneliness and supporting policy makers in introducing successful policies and relevant organisations by providing best practices and recommendations to combat mental health issues related to loneliness (could start with phase 3 of the study). By this an experimental European Network in support of afflicted persons, by directly connecting to local and regional initiatives can be brought together and the dire impact especially of Covid-19 on young people and the society addressed properly. Based on the results by the study, such an experimental network would thus be a necessary next step in the goal of addressing and eradicating root causes of loneliness and its costly aftereffects on mental health especially.

This addition would imply a change in the current title of this project to add the experimental network.

Justification:

Loneliness is a distressing and growing phenomenon with a wide range of negative effects, amongst others on social exclusion and mental health, as showcased by Covid-19. People increasingly feel left behind as a result of weakening social cohesion, digitalisation, income inequality and changes in communication. To effectively combat loneliness and its divisive effects on the society, the EU needs data, research and an overview of current existing policies and best practices. A top-up to the budget is requested, to allow the full implementation and extension of the pilot project.

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Draft amendment 4373

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

BUDG/4373

SECTION III — COMMISSION

Item PP 07 21 05 — Pilot project — Understanding the value of a European gaming society

Amend figures and remarks as follows:
Remarks:
Delete following text:
This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

It is a widespread concern that technological advances (especially in the era of artificial intelligence) could create unemployment. However, although many jobs may be lost, new ones will be created. Gaming is transforming our culture and redefining the ways that young people consume entertainment. Gaming is rapidly becoming the most important and influential medium of our time.

There are now more than 2.5 billion gamers across the world that will spend USD 152.1 billion on games in 2019. These numbers grow year on year at rates close to 10%. In Europe, 54 % of the Union’s population play video games, which equals some 250 million players in the Union and their average playtime per week is 8.7 hours.

Games are not only an increasing economic and cultural powerhouse, but also the new social medium where people get together for any excuse. To learn, to connect, to express themselves, to share knowledge and experience, and even to engage in new work or economic activities.

Sports are exploding and beginning to compete with traditional sports events. In 2019, more than 100 million people watched the ‘League of Legends’ World Championship, cementing not only its place as the most popular e-sport but as one of the most popular cultural events in the world.

Another example of the power of gaming is Roblox, an interactive blocky world that enables young programmers to make a living creating and sharing games in a community of over 120 million players. It announced that its seventh annual Bloxy Awards ceremony staged inside Roblox’s game world drew more than 4 million concurrent players during the peak of the show, and raised USD 100 000 for non-profit organisations.

Just observing the facts and looking at the big impact video games are already having on current generations, it seems quite urgent for our governments and policy-makers to gain a better understanding of it, and to learn how could Europe play a smarter and more active role not only in its use but also in its creation.

Measures and outcomes
This pilot project will create an interdisciplinary European network of experts, thinkers and leaders willing to share their vision about the value and potential of gaming in the future of our society, our culture and our economy.

The network will hold a series of exchange meetings with stakeholders of key sectors and influence groups in areas like politics, finance, law, education, culture, science and health, looking to shape a European agenda for games.

In order to preserve the full independence of all the discussions and conclusions, it is important that the network stay from the beginning out of the influence of entities and lobbies driven by commercial or economic interests. This means that members will participate at a personal level and not representing a particular company or organisation.

Observations and conclusions of all these meetings will lead to shareable reports that will point out strategic areas of collaboration between the games industry and the public sector, particularly at European level, in order to promote the understanding of the opportunities and challenges ahead for the European video game sector.

Justification:
EU propaganda

Draft amendment 4374  
Tabled by Joachim Kuhs, Marcel de Graaff

SECTION III — COMMISSION

Item PP 07 21 07 — Pilot project — Basic Income Guarantee (BIG) e-pay cards for marginalised people: innovative financial and policy instrument to promote more effective delivery of welfare benefits for people in extreme poverty

Amend figures and remarks as follows:

<table>
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<th>Budget 2021</th>
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Remarks:

Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

Initial situation:

According to the 2016 FRA Minorities and Discrimination Survey, 80 % of Roma are at risk of poverty (86% in Bulgaria, 58% in Czechia, 70% in Romania, 87% in Slovakia). This rate is much higher than the overall Union poverty rate of 24% (40% in Bulgaria, 13% in Czechia, 39% in Romania, 18% in Slovakia). Poverty is particularly high among Roma living in marginalised communities, notably in Slovakia, Bulgaria, Romania, Hungary and Czechia. Furthermore, Roma rank among those who are the most affected by long-term poverty and inter-generational reproduction of poverty.

Figures from the 2011 joint study by the World Bank, United Nations Development Programme (UNDP) and the Commission showed that one-third of Roma children go to bed hungry at least once a month because there is not enough food. Experiences of deprivation in the early years of childhood significantly influence people’s later life chances and trajectories.

Being poor is not just about a lack of income and material assets, it also implies being disadvantaged in many other ways. Material poverty is often coupled with experiencing disadvantage in (or being excluded from) access to education, employment, healthcare, social care, and housing, as well as importantly, social relations and networks. Moreover, there is a strong interdependence of poverty with spatial segregation, which further restraints access to such material, skills and social assets. It narrows the chances for secure livelihoods and thus leads to absolute poverty and social exclusion.

Perceptions implying that the individual is responsible for being poor and that Roma poverty is an issue of ethnicity or ethnic minority fail to recognise that poverty is a complex multidimensional phenomenon resulting from numerous factors. Many of these lie outside one’s personal control, and are indeed linked to broader transformations in social policy and governance regimes. It is however clear that persons excluded from the labour market are the most threatened by poverty.

Social protection policies instituted under the new political regimes in Central and Eastern Europe countries, which to a large extent rely on the means-tested assessment and payment of welfare benefits, have so far not been effective in getting the long-term poor, including Roma, out of poverty. State support comes in a form of social benefits, which serve to cover basic life needs, childcare, and housing or to support work activation. However, there are significant limitations of system design, when it comes to both preserving dignity and allowing for access to a wider range of assets, and providing tailored support and incentives for people
to effectively climb out of the poverty conditions and lifestyles. 
This decreases the effectiveness of help and over time translates into the following more visible symptoms: 

- Socially excluded communities frequently settle on vacant sites, owned by the state, municipalities and more rarely on private land, which are unsuitable for residential use or are too remote from the urban web. This has direct implications on both the quality of housing conditions and access to viable employment opportunities. Most Roma and vulnerable people are engaged in primarily temporary, precarious and unofficial work.

- In addition to income from seasonal employment and often unregistered labour activities, many Roma households rely on means-tested welfare benefits provided to large families and citizens of no financial means. Because of poor economic and living conditions and lack of financial literacy, Roma frequently spend their income from work and welfare benefits in the first days of the month and are then not able to provide for their basic needs during the rest of the month.

- Living in prolonged scarcity also has important psychological effects, and sometimes engenders dependencies and addictions that enhance precarity and the inability to make effective decisions or plan for the long term (or even the full month ahead).

- Most Roma households lack access to financial services, have low levels of savings and limited knowledge of effective household finance. Consequently, Roma often become indebted and fall victims of usury, which drags them into a vicious circle of worsening poverty.

Efforts to promote Roma inclusion without ensuring a welfare benefits distribution system that is “fit for purpose”, and without the availability of financial services, will overlook a major barrier that can be addressed relatively effectively.

There is at present an acute need for further adjustment and piloting experimentation models for welfare benefits redistribution and effective support to answer the needs of vulnerable people in a multi-dimensional way. Starting from a whole-person approach and rolling out into the different areas of life.

The pilot seeks to overcome conceptions of poverty as transitory or individualised phenomenon alone, attributed to a person or group’s own failings. It starts from seeing poverty and marginality also as societal phenomena to be addressed from a systems-level perspective and from an intent for preserving the dignity of those being helped. This also includes the assumption that the poor are often in the best place to decide what to spend their resources on (which is supported by economic research and longitudinal data), but also that they should be supported and empowered in a number of additional ways.

Furthermore, the current coronavirus crisis spells an important turning point, revealing the danger of responses that expose or produce divides in society between those who are protected and those who are not. It prompts to look at new universal solutions with broader and more comprehensive coverage – both in mitigating the consequences of the crisis and in planning for the changing economy and world of work in the aftermath and longer-term.

There is need for experimenting with innovative financial and policy instruments which can pave further for the more effective welfare delivery and investments supporting better outcomes for marginalised people. The pilot project would thus combine elements and seek to:

- Support social policy experimentation, through the delivery of welfare benefits coupled with a progressive incentive package, through e-pay cards
- Support empowerment, notably through strategies of entrepreneurship and restored sense of dignity and agency, for bridging social isolation stemming from long-term poverty

Using financial inclusion to give Roma access to the basic and vital services is as important a component of Roma inclusion as employment, housing, health or education. Households that can access and understand basic financial services and handle a savings account are likely to use social benefits more productively.

Policymakers in cooperation with project management can link financial inclusion and personal & business development support with human development outcomes.
The pilot project:

The aim of this pilot project is, while respecting competencies and responsibilities of Member States in defining and organising their social protection systems, including the way in which benefits are distributed, to test an alternative delivery mechanism of welfare benefits, paid weekly under E-pay cards, combined with continuous empowerment through entrepreneurship and self-development coaching work and financial literacy trainings.

The BIG scheme is envisioned as the combination of existing welfare benefits, with a scaled incentive package, which could allow additional transfers for individuals taking initiative in their personal and community or social life. It will be combined with measures, which help build the capacity of individuals to (re)integrate the labour market. This could serve as steps of a ladder allowing individuals and families to restore their agency and progressively climb out of poverty circles.

The pilot project will directly support policy experimentation through testing an alternative approach to understanding and addressing poverty:

- **Security**—living with a mind-set of scarcity and deprivation puts psychological pressure and constricts the mental bandwidth of persons living in deprivation, thereby preventing them from planning for the long-term or making better decisions in the now. This calls for experimentation with reducing conditional transfers in order to give a sense of security, plus additional transfers to stimulate personal initiative and support people in becoming actors in their lives.

- **Expanded range of assets**—emphasising poverty as more than a distributional (cash-poor) or material issue, seeing the relation to social isolation and access to a spectrum of ‘assets’ (material, skills, social and citizenship) to enable households to pursue new and more viable livelihood strategies.

- **‘Human venturing’**—investing in people as an alternative approach to benefit provisioning, essentially serving as ‘venture capital for the people’, and representing a new way for investing in human capacities (just as we do for companies) and breaking through socio-cultural environments.

In relation to the first, the policy experimentation is underlined by multi-country research showing that poor people receiving unconditional welfare benefits do not blow the money on desires rather than needs.

In relation to the second, it will help recipients of social benefits, especially vulnerable and socially excluded communities, to sustain different livelihood strategies in order to get out of the vicious circle of poverty and indebtedness. It will also create the conditions for economic development and for improving the standards of living of the poorest.

Innovative financial instruments would be used to support the financing of the expanded benefits provision, through the combination of public and private (notably philanthropic) resources for better social outcomes.

This pilot project is part of the Union’s efforts to:

- support social innovation and new, holistic approaches to social service provision, the empowerment of disadvantaged groups and delivering transformative solutions to key social challenges, in particular Roma inclusion.

- stimulate cross-sectoral collaborations and social impact partnerships (public-private and civic engagement) as a new avenue for public value creation.

- pioneer the use of new financial instruments and blended support (financial instruments, grant and capacity building) for projects with high social externalities.

- in the longer term, support the development of the social investment market and social impact interventions, through the testing or refinement of models which could be scaled up across Europe.

Activities:

The pilot project would explore how innovative, impact-oriented approaches could allow to improve the effectiveness of social policies currently based on the payment of means-tested welfare benefits by shifting towards a system based on smart activation. This approach would also reduce the administrative costs.
associated with the current delivery system of social benefits to marginalised Roma communities; and increase public spending efficiency in the long run.

This pilot project would test and develop innovative solutions, under a multi-country, pan-European approach, which could be further replicated and scaled to deliver improved sustainable outcomes and societal well-being in the Union.

The pilot project would include the following elements:

- An enhanced delivery mechanism of welfare benefits, to be implemented in several Member States with large concentration of Roma; 500 recipients per Member State.
- Concerning existing welfare benefits
  - paid to each individual (on a weekly basis): each man and each woman would receive welfare benefits, paid directly to them and not to a ‘household head’. Paying individually is a vital feminist principle, which has been systematically abused in all social security systems over the past century.
  - unconditional; recipients should not be required to spend the money in any specific way. However, pre-existing conditions in national legislation such as those linked to the mandatory school attendance of children would need to be respected as a prerequisite for additional incentives.
  - non-withdrawable: recipients will not have their welfare benefits withdrawn for any reason during the course of the pilot project. The incentive transfers beyond this amount would be linked to specific elements and activities in a gradation (e.g. connected to kindergarten attendance, social and work occupations, progressively providing stepping-stones in the path out of poverty and dependence).
  - delivered through basic e-pay cards linked to a free or low cost bank account.
- Capacity and capability building through empowerment and self-development coaching, job training, economic and financial literacy courses. In addition to the need to improve the financial literacy of families, the project will also aim at promoting an approach linking financial incentives to participation in active inclusion measures effectively leading to employment and empowerment.
- Provision of micro-loans for personal projects aiming at improving the living conditions (optional).
- Engagement of all stakeholders (national, regional and local authorities, financial institutions, employers, not-for-profit organisations, etc.).

While contributing to the objectives of the Action Plan for the implementation of the European Pillar of Social Rights, this pilot project would also be closely aligned with and seek to provide input to the EU Action Plan for a Strong Social Europe for Just Transitions, the European semester as well as the implementation of the EU initiative for Roma equality and inclusion.

It could be implemented under a social outcome contracting mechanism.

After being tested in multiple sites with significant Roma communities, the model could inspire reforms of the welfare systems in Bulgaria, Czechia, Romania, Hungary, Slovakia and other countries.

**Justification:**

EU propaganda

Draft amendment 150

Tabled by Committee on Employment and Social Affairs
in extreme poverty

Amend figures and remarks as follows:

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Remarks:

Before paragraph:
Initial situation:

Amend text as follows:
This appropriation is also intended to cover commitments remaining to be settled from previous years under the pilot project.

After paragraph:
Initial situation:

Add following text:

Amend as follows

According to the 2016 FRA Minorities and Discrimination Survey[1], Survey, 80 % of Roma are at-risk-of-poverty (86% in Bulgaria, 58% in Czechia, 70% in Romania, 87% in Slovakia). This rate is much higher than the overall EU Union poverty rate of 24% (40% in Bulgaria, 13% in Czechia, 39% in Romania, 18% in Slovakia[2], Slovakia). Poverty is particularly high among Roma living in marginalised communities, notably in Slovakia, Bulgaria, Romania, Hungary and the Czech Republic. Furthermore, Roma rank among those who are the most affected by long-term poverty and inter-generational reproduction of poverty.

Figures from the 2011 joint study by the World Bank, United Nations Development Programme (UNDP) and the European Commission showed that one-third of Roma children go to bed hungry at least once a month because there is not enough food. Experiences of deprivation in the early years of childhood significantly influence people’s later life chances and trajectories.

Being poor is not just about a lack of income and material assets, it also implies being disadvantaged in many other ways. Material poverty is often coupled with experiencing disadvantage in (or being excluded from) access to education, employment, health- and healthcare, social care, and housing; as well as importantly, from social relations and networks[3]. Moreover, there is a strong interdependence of poverty with spatial segregation, which further restrains access to such material, skills and social assets. It narrows the chances for secure livelihoods and thus leads to absolute poverty and social exclusion.

Perceptions implying that the individual is responsible for being poor and that Roma poverty is an issue of ethnicity or ethnic minority fail to recognize that poverty is a complex multidimensional phenomenon resulting from numerous factors. Many of these lie outside one’s personal control, and are indeed linked to broader transformations in social policy and governance regimes. It is however clear that persons excluded from the labour market are the most threatened by poverty.

Social protection policies instituted under the new political regimes in CEE Central and Eastern Europe countries, which to a large extent rely on the means-tested assessment and payment of welfare benefits, have so far not been effective in getting the long-term poor, including Roma, out of poverty. State support comes in a form of social benefits, which serve to cover basic life needs, childcare, and housing or to support work activation. However, there are significant limitations of system design, when it comes to both preserving dignity and allowing for access to a wider range of assets, and providing tailored support and incentives for people to effectively climb out of the poverty conditions and lifestyles.
After paragraph:
There is at present an acute need for further adjustment .......... and rolling out into the different areas of life.
Amend text as follows:
The proposed pilot seeks to overcome conceptions of poverty as transitory or individualised phenomenon alone, attributed to a person or group’s own failings. It starts from seeing poverty and marginality also as societal phenomena to be addressed from a systems-level perspective. And perspective and from an intent for preserving the dignity of those being helped. This also includes the assumption that the poor are often in the best place to decide what to spend their resources on (which is supported by economic research and longitudinal data), but also that they should be supported and empowered in a number of additional ways.

After paragraph:
Furthermore, the current coronavirus crisis spells .......... and world of work in the aftermath and longer term.
Amend text as follows:
There is need for experimenting with innovative financial and policy instruments which to pave further for the more effective welfare delivery and investments supporting better outcomes for marginalised people. The proposed pilot project would thus combine elements and seek to:
- Support social policy experimentation, through the delivery of welfare benefits coupled with a progressive incentive package, through E-pay cards

After paragraph:
Policymakers in cooperation with project management .......... development support with human development outcomes.
Amend text as follows:
The pilot project:
The aim of this proposed pilot project is, while respecting competencies and responsibilities of Member States in defining and organising their social protection systems, including the way in which benefits are distributed, to test an alternative delivery mechanism of welfare benefits, paid weekly under E-pay cards, combined with continuous empowerment through entrepreneurship and self-development coaching work and financial literacy trainings.
The BIG scheme is envisioned as the combination of existing welfare benefits, with allowances to cover for costs associated to the participation in capacity building activities, and incentives to beneficiaries for reaching the goals stipulated in their individual/family action plan. A scaled incentive package, which could allow additional transfers for individuals taking initiative in their personal and community or social life. It will be combined with measures, which help build the capacity of individuals to (re)integrate the labour market and society. This could serve as steps of a ladder allowing individuals and families to restore their agency and progressively climb out of poverty circles.
The proposal pilot project will directly support policy experimentation through testing an alternative approach to understanding and addressing poverty:
- Security – living with a mind-set of scarcity and deprivation puts psychological pressure and constricts the mental bandwidth of persons living in deprivation, thereby preventing them from planning for the long-term or making better decisions in the now. This calls for experimentation with reducing conditional transfers in order to give a sense of security, plus additional transfers to stimulate personal initiative and support people in becoming actors in their lives.

After paragraph:
In relation to the second, it will help recipients .......... improving the standards of living of the poorest.
Amend text as follows:
Innovative financial instruments would be used to support the financing of the expanded benefits provision, through the combination of public and private (notably philanthropic) resources for better social outcomes. This pilot project is part of the European Union’s efforts to:

**Support**—support social innovation and new, holistic approaches to social service provision, the empowerment of disadvantaged groups and delivering transformative solutions to key social challenges, in particular Roma inclusion.

**Stimulate**—stimulate cross-sectoral collaborations and social impact partnerships (public-private and civic engagement) as a new avenue for public value creation.

**Pioneer**—pioneer the use of new financial instruments and blended support (financial instruments, grant and capacity building) for projects with high social externalities.

**In**—in the longer term, support the development of the social investment market and social impact interventions, through the testing or refinement of models which could be scaled up across Europe.

**Activities:**

After paragraph:

The pilot project would explore how innovative, impact-oriented increase public spending efficiency in the long run.

Amend text as follows:

This pilot project would test and develop innovative solutions, under a multi-country, pan-European approach, which could be further replicated and scaled to deliver improved sustainable outcomes and societal well-being in the Union.

The pilot project would include the following elements:

An enhanced delivery mechanism of welfare benefits, to be implemented in several Member States with large concentration of Roma; 500 recipients per Member State.

- Concerning existing welfare benefits

After paragraph:

- paid to each individual (on a weekly basis): each unconditional increase all social security systems over the past century.

Amend text as follows:

- **unconditional. Recipients**—unconditional; recipients should not be required to spend the money in any specific way. However, pre-existing conditions in national legislation such as those linked to the mandatory school attendance of children would need to be respected as a prerequisite for additional incentives.

- non-withdrawable: recipients will not have their welfare benefits withdrawn for any reason during the course of the pilot project. The incentive transfers beyond this amount would be linked to specific elements and activities in a gradation (e.g. connected to kindergarten attendance, social and work occupations, progressively providing stepping stones in the path out of poverty and dependence).

- delivered through basic E-pay cards linked to a free or low cost bank account.

Capacity and capability building through empowerment and self-development coaching, job training, economic and financial literacy courses. In addition to the need to improve the financial literacy of families, the project will also aim at promoting an approach linking financial incentives to participation in active inclusion measures effectively leading to employment and empowerment.

Provision of micro-loans for personal projects aiming at improving the living conditions (optional).

Engagement of all stakeholders (national, regional and local authorities, financial institutions, employers, not-for-profit organisations, etc.).
While contributing to the objectives of the Action Plan for the implementation of the European Pillar of Social Rights, this pilot project would also be closely aligned with and seek to provide input to the EU Action Plan for a Strong Social Europe for Just Transitions, the European Semester as well as the implementation of the EU initiative for Roma equality and inclusion.

After paragraph:
After being tested in multiple sites with significant ............ Czechia, Romania, Hungary, Slovakia and other countries.

Add following text:
The increased budget for the second year of the pilot project's implementation will enable to implement all activities of the pilot project in three Member States selected from those with large share of Roma communities, namely Romania, Bulgaria and Slovakia. It would also enable to lay strong foundation for possible scale-up activities of the pilot project.

The need to implement pilot project has been highlighted by the disproportionated impact of the pandemic on Roma Communities. The Coronavirus outbreak has widened long-standing exclusion, poverty and discrimination against some of the disadvantaged and rights deprived groups in the EU, including its largest ethnic minority, the Roma people. [5] The offer of occasional jobs in precarious employment, where Roma are engaged, has decreased leaving them unemployed. The informal nature of the jobs makes it impossible to claim the special benefits aimed at preservation of the job because those benefits are connected with the formal employment. [6] Likewise, the social protection systems providing extra protection during the pandemic do not cover informal jobs. This in turn has led to increasing already alarmingly high level of poverty and marginalisation of Roma. The lack of the ability to make long-term decision as well as insufficient financial literacy has been particularly highlighted during the pandemic because Roma do not have sufficient savings to overcome the decrease in income resulting from the lack of informal employment. The pandemic also revealed the inadequate sanitary facilities housing in marginalised Roma communities. Moreover, the access to distant learning due to the lack of digital technologies in marginalised Roma communities has been severely impacted by the pandemic.

The pandemic has illustrated the shortages of the traditional way of delivery of social benefits. It further justifies the need for social experimentation provided for in the pilot project. The innovative approaches to delivery of social benefits through the E-pay card combined with the activities aimed at capacity building, financial literacy courses as well as possible micro loans for will thus pave the way out of poverty. It would help to remedy the serious situation fully revealed by the pandemic. This would contribute to target of the Action Plan for the implementation of the European Pillar of Social Rights to lift 15 million people out of poverty, including 5 million children. The pilot project would also contribute to the implementation of the Council Recommendation on Roma equality, inclusion and participation as well as the Recommendation for Child Guarantee.

According to the assessment of the beneficiary selected through Financing Decision C(2021)3754, the full and effective implementation of the project described above would require a budget of at least 4 million EUR, for an estimated duration of 2.5 years. The proposed increased budget (additional 2 million EUR in commitments for 2022) for the second year of the pilot project's implementation will thus enable to implement all activities of the pilot project in three Member States selected from those with large share of Roma communities, namely Romania, Bulgaria and Slovakia. It will also enable to lay strong foundation for possible scale-up activities of the pilot project.

References:
[3] Michael Burawoy theory which states that the structure of the labour process, via its relative autonomy and key mechanisms manufactures consent; presented in Poverty, segregation and social


Justification:
This ongoing PP targets the ineffectiveness of existing social protection policies to get the long-term poor, including Roma, out of poverty, through innovative policy and financial instruments. It seeks to reform the delivery system of welfare benefits via the introduction of e-pay cards. It will support local social policy experimentation and as such contribute to the Commission’s broader social inclusion and finance policy. A top-up to the budget is requested to allow the full and effective implementation of the project activities in RO, SK, BG to ensure true EU value of the project

Draft amendment 4375
Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 07 21 08 — Pilot project — Media representation and inclusion for refugees and migrants

Amend figures and remarks as follows:

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<th>Budget 2021</th>
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Remarks:
Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

Media (re)presentation and visibility of vulnerable groups like migrants and refugees remains very marginal in the mainstream media across Europe. Migration and refugee movements are global issues, the impact of which affects Europe locally, nationally and at the Union level. Before the migration management crisis of 2015, migrants and refugees were mostly missing in the mainstream media. Disinformation and stigmatising is happening mostly in national discourses, rather than at the Union level, but the impact of them is felt at much larger scale. After 2015, media started exploiting migration issues to fuel negative, anti-European and nationalist rhetoric in the Member States, creating dangerous precedents in shifting public opinion, and even affecting electoral results, let alone the challenges posed on Union solidarity.

Information about media representation of migrants and refugees is not abundant, but there are numerous examples collected and featured across the literature. The Commission’s 2018 Special Eurobarometer 469: Integration of immigrants in the European Union, confronts the public opinion with facts and figures that bring clarity to the distorted image and perceptions promoted across the Union, about migration. The refugees and migrants of different backgrounds are rarely asked or quoted in the media stories. They are pointed at, but rarely heard. Decided for, but rarely involved. Portrayed predominantly in a stigmatising ways in the media: as dangerous outsiders, as victims, as criminals, as those who would take your jobs—migrants and refugees perspectives and voices have been mostly missing in the mainstream media.

This pilot project aims to address these recurring issues by promoting and investing in inclusive media in
Europe, which takes into account those voices. It aims to change current media narratives and break stigmas about the place and role of the refugees and migrants in European societies and communities. It will enable their voices to be integrated in the common media discourses and digital platforms. It will ensure that non-Euro-centric perspectives and visions of people outside of, but relevant to the idea of Europe, permeate and become integral part of the European media discourses. It will contribute to the values of non-discrimination, diversity, fair inclusion of newcomers—refugees and migrants—in the European media. It will help dealing with disinformation and polarising media discourses, through cooperation and skills development. The pilot project will involve Union citizens, local, national and European policymakers, media (public, national and international), migrants and refugees, professional and civic platforms and stakeholders engaged in the topic.

Key actions:
(1) Map out and study existing good practices (policies, legal basis, instruments, programmes, tools, etc.) related to inclusive media and disseminate them across the Union through experts’ conference, multi-stakeholder activities and publications (online and offline).
(2) Develop specific recommendations to mainstream inclusive media narratives and communication throughout Union programmes.
(3) Expand and build upon the existing good practices and community of knowledge across all Member States, in order to mainstream successful inclusion and ethical media models involving media, public broadcasters, European Broadcasters Union etc.
(4) Promote professional knowledge exchange and peer learning for journalists in sensitive reporting.
(5) Establish new collaborative practices, peer learning and professional training for newcomers—refugees and migrants) to foster their critical media and internet approaches, knowledge, skills and consumption; provide them with skills and tools to change the way news are created and spread.
(6) Complement the existing and develop new tools to deal with disinformation targeting refugees and migrants, and to allow for greater cooperation between fact-checkers and researchers on how to shape positive narratives on migration. Work closely with the European Digital Media Observatory (EDMO) in analysing the phenomenon of disinformation and developing joint solutions.

Justification:
EU propaganda

Draft amendment 19

Tabled by Committee on Culture and Education

SECTION III — COMMISSION

Item PP 07 21 08 — Pilot project — Media representation and inclusion for refugees and migrants

Amend figures and remarks as follows:

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Remarks:
After paragraph:
This pilot project aims to address these recurring .......... civic platforms and stakeholders engaged in the topic.
Add following text:

*Extending the pilot project by one year will ensure continuity and scaling up of its outcomes (e.g. good practices, knowledge transfer, recommendations) that benefit newcomers as well as other excluded groups by investing in skills and competences in critical journalism, diversity media content production, as well as informed consumption. In order to achieve a Europe-wide effect, the pilot project will in its second year expand its network and enable cross-border media collaborations across more EU Member states.*

After paragraph:

(2) Develop specific recommendations to mainstream .......... narratives and communication throughout Union programmes.

Amend text as follows:

(3) Expand and build upon the existing good practices and community of knowledge across all Member States, in order to mainstream successful inclusion and ethical media models involving media, public broadcasters, European Broadeners Union etc.

**Justification:**

Building on the first year of financing, this pilot project aims to address the effects that the protracted Covid-19 pandemic has had on freedom of media and democracy. It will address the issue of non-representation, stigma, disinformation or exclusion by national and European media; it will contribute to open and inclusive European public space, as it will facilitate professional integration of newcomers and transnational professional and content exchanges among [digital] media in areas and topics of European relevance.

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**Draft amendment 7**

Tabled by Committee on Constitutional Affairs

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**SECTION III — COMMISSION**

**Item PP 07 21 09 — Pilot project — Temporary citizens’ assemblies: transforming societal consensus into a way of acting and establishing best practices to engage citizens more in EU public life**

**Amend figures and remarks as follows:**

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**Remarks:**

Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

Amend text as follows:

The number of significant crises the Union has undergone demonstrates that EU needs to involve citizens more closely in a bottom-up exercise. Citizens’ assemblies are exercises in deliberative democracy which bring together a cross-section of society to debate and advise on specific societal challenges. Although EU citizens’ dialogues took place in the past, those temporary assemblies would be a rare chance for citizens to take the reins from their representatives and hash out the issues for themselves. If formulated correctly, citizens can transform consensus on important issues to consensus on a way to act better. Positive outcomes would help bring citizens closer to the Union.
Add following text:

Positive outcomes would help bring citizens closer to the EU.
This should particularly be the case with young people throughout the EU. Making them part of the conversation about Europe's future is crucial: they will live with consequences of the decisions we make in the years to come.

Justification:

The Pilot project aims at creating temporary randomly selected EU-wide citizens’ assemblies, including young people, to discuss one or several important societal questions that are relevant for the EU and at establishing best practices to engage citizens more in EU public life.

Draft amendment 4376

Tabled by Joachim Kuhs, Committee on Budgets, Marcel de Graaff

SECTION III — COMMISSION

Item PP 07 21 10 — Pilot project — Education Platform on Rule of Law

Amend figures and remarks as follows:

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Remarks:

Delete following text:

This appropriation is intended to cover commitments remaining to be settled from previous years under the pilot project.

Objective

This pilot project will develop an educational package with interactive modules on the rule of law for pupils in secondary education across the Union. The modules will be available at an online platform that will also facilitate virtual exchange between teachers all over the Union. These interactive modules on rule of law will be in all the official languages of the Union, meant to help schools and teachers to develop knowledge about the rule of law.

Background

Respect for the rule of law is a critical component for membership of the Union and it is essential to ensure the democratic functioning of both the Member States and the Union as a whole. Respect for the rule of law is a prerequisite for people’s enjoyment of their fundamental rights. Similarly, a European area of justice, as well as an internal market in which laws are applied uniformly, cannot exist without full adherence to the rule of law. The rule of law underpins any democratic society and fosters citizen’s trust in public institutions, including in the justice system.

In recent years however, the rule of law in the Union has been put to the test on several occasions. Union institutions and several Member States’ governments have voiced their concern about rule of law backsliding. In its many resolutions regarding the deterioration of the rule of law, the European Parliament has emphasised that the Commission is responsible under the Treaties for guaranteeing respect for the rule of law as a fundamental value of the Union.

As part of its response to these challenges, the Commission presented its communication—‘Further strengthening the Rule of Law within the Union’ in April 2019, in which it identified three pillars for the
effective enforcement of the rule of law. The first pillar is promotion, and refers to building knowledge on the rule of law and fostering a common rule of law culture. Following that communication, the Commission received contributions from a broad diversity of stakeholders. A large majority of the contributions emphasize that more awareness needs to be raised among the general public on the existing rule of law standards, such as through civil society and education.

Studies confirm the lack of knowledge of Union citizens regarding the rule of law. The July 2019 Special Eurobarometer study on the rule of law shows that even though the vast majority considers the principles of the rule of law highly important, most Union citizens do not feel sufficiently informed about the Union’s fundamental values. Citizens, particularly younger people, can benefit from a deeper understanding of the rule of law. As the Venice Commission has pointed out: ‘The rule of law can only flourish in a country whose inhabitants feel collectively responsible for the implementation of the concept, making it an integral part of their own legal, political and social culture.’

In its communication ‘Strengthening the rule of law within the Union — A blueprint for action’ from July 2019, the Commission acknowledges that Member States’ education systems play a part in strengthening the rule of law ‘by ensuring a place for the rule of law in public debate and education’. However, understanding and awareness of the rule of law is hardly ever taught in schools within the Union. Since the 2015 ‘Declaration on promoting citizenship and the common values of freedom, tolerance and non-discrimination through education’ adopted in Paris, many Member States have integrated citizenship education in their national curricula. A 2017 study by the Education, Audiovisual and Culture Executive Agency however shows that rule of law is not a focus point in teaching on citizenship education, leading to a knowledge gap in the younger generation.

The Education Platform on Rule of Law seeks to fill this gap. This pilot project will make steps in strengthening the knowledge and respect for the rule of law through education by developing tools and content, which teachers in the Union can integrate in their teaching and learning practices.

Despite existing Union programmes that provide funding for the development of educational packages, such as the Erasmus+ programme, the e-Twinning platform and the School Education Gateway multilingual platform, there is currently no dedicated Union education platform promoting the rule of law in secondary education. This pilot project is unique in this sense, as it will offer educational material on the rule of law to all secondary schools in the Union in a proactive manner, rather than having to rely on a consortium applying under the existing Union funding opportunities that would produce only limited content specific to their particular interests. Creating a dedicated fund for this purpose will thus ensure that the same educational package is available throughout the Union in all the Union’s languages, rather than only the languages used by the organisations that would apply for Union funding through existing channels.

Implementation

Educational package: interactive modules and exchange space for teachers

In order to fill the abovementioned knowledge gap, this pilot project will focus on the generation of knowledge on the rule of law among young people. To achieve this, the fund will:

- Develop an educational package of interactive modules that will be available online in all official Union languages, which will be offered to teachers in secondary schools all over the Union as a means to complement their learning materials related to society, justice and citizenship education;
- Create an online space of exchange for teachers across the Union that work with the package.
- The educational package should contain at least the following elements:
  - Understanding the rule of law and its main principles (such as equality before the law, separation of powers, access to justice, etc.)
  - The importance and history of the rule of law in national constitutions and within the Union
  - The interconnectedness between the rule of law and fundamental rights, democracy and citizenship;
- Practical tools, videos and interactive exercises to debate the rule of law in relation to the pupils’ life, society
and community.

Organisational set up

The content of the educational package should be developed by an independent organisation or network, with expertise on the rule of law, didactics and online platforms to ensure that the content of the package is both relevant and factual, as well as accessible to secondary school pupils.

The 2019 guide ‘Strengthening the Rule of Law through Education’ published by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) and the United Nations Office on Drugs and Crime (UNODC), can be a useful starting point.

Desired results

- assisting teachers and schools in developing courses on the rule of law in their member states and the Union
- fostering knowledge on the rule of law among young Union citizens and contributing to a common rule of law culture
- increasing the sense of ownership of European values by paying attention to the rule of law in each Member State’s constitutional order
- building capacity related to rule of law education on an European, national and local level by increasing the availability of guidance material and facilitating the exchange of best practices
- contributing to the development and critical thinking skills of the younger generation by supporting existing citizenship education

Justification:

EU propaganda

Draft amendment 4

Tabled by Committee on Constitutional Affairs

SECTION III — COMMISSION

Item PP 07 21 14 — Pilot project —Building Europe with Local Entities (BELE)

Amend figures and remarks as follows:

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Remarks:

Delete following text:

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Amend text as follows:

This project will offer financing to facilitate the identification in local governments of a councilman or councillor responsible for disseminating not only the programs and projects financed by the European Union in that municipality but also communicating to the citizens of that municipality the general political initiatives and measures carried out by the Union through periodical declarations to local media, debates and seminars.

The strategy should be oriented to cooperate with Europe Direct network using instruments hosted by
local authorities and regional governments and linked with other activities ongoing in order to reinforce the role of existing structures and tools. European values and policies need to be disseminated to the widest audience, particularly in the context of the Conference on the Future of Europe. Once an Interinstitutional Agreement opens up the Conference on the Future of Europe, this pilot project will complement the perimeter of this important event and will be adapted to this goal.

Add following text:

**Building an interactive platform to join, put in connection and fidelise these local representatives will be very helpful.**

**Justification:**

This proposal, by involving in a permanent and systematic way potentially all local entities beyond the capitals in the EU, can provide a substantial and measurable impact in terms of educating the public about the integration process, so often unknown or misunderstood, during the Conference on the Future of Europe. No other current EU program has this profile. The use of a digital platform for the exchanging of experiences between the councilman/women and the use of impact evaluation can be easily deployed in order to assess the success of this Pilot Project.