



EUROPEAN PARLIAMENT

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Committee on Transport and Tourism

2013/2145(BUD)

12.9.2013

OPINION

of the Committee on Transport and Tourism

for the Committee on Budgets

on the general budget of the European Union for the financial year 2014 – all sections
(2013/2145(BUD))

Rapporteur: Isabelle Durant

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SUGGESTIONS

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

1. Points out that investments in transport are vital in order to sustain long-term growth and help create jobs, and that this is particularly important in a context of economic crisis with such high unemployment;
2. Stresses that the EU budget contribution to the transport-related agencies should be commensurate with the additional responsibilities allocated to them by the EU co-legislators; underlines, in this regard, that the EU decisions on surveying marine pollution and offshore oil and gas installations, in the framework of the competences of the European Maritime Safety Agency, should be matched with adequate budgetary funding and adequate staffing plans; in view of the entry into force of the Fourth Railway Package, stresses the need to establish the conditions for the European Railway Agency to prepare for the new tasks which will be entrusted to it; deplores, therefore, the proposal to reduce its budget by 5% compared to 2013 (from EUR 24 871 400 to EUR 23 573 064); recalls that, following the agreement on TEN-T and CEF, particular attention should also be paid to the budget of the TEN-T Executive Agency;
3. Furthermore, recalls that there are EU Agencies such as the European Aviation Safety Agency (EASA) to which the legislator has assigned tasks that are fundamental for the functioning of the European Union and its industry; up to 80% of EASA's budget and staff is financed by fees and charges paid by the aviation industry; requests, in this regard, that the Budgetary Authority take this into account and limit the budgetary and staff reductions to the part of the budget financed by the EU, thus allowing EU Agencies such as the EASA to recruit the necessary human resources to be able to carry out the tasks requested and paid for by the industry;
4. Stresses the need for the EU transport budget to focus on infrastructure projects that will deliver growth and greater competitiveness in the European economy; particularly at a time of economic difficulty, it is essential that EU money give taxpayers value for money and focus on deliverable key infrastructure projects which improve the lives of EU citizens;
5. Underlines that while co-financing infrastructure projects through CEF, cohesion and regional funds the Commission must strictly apply the criteria on the European added value, climate and economic-social impact analysis, environmental legislation, minimising external costs and must give priority to upgrading or revitalising missing cross-border rail connections;
6. Recalls the incoherence between the financial cuts proposed by the Council to the Connecting Europe Facility in the context of the MFF negotiations and the long [...] list of [...] transport infrastructure projects to be completed by 2030; notes that the Connecting Europe Facility should make it possible to support projects with high European added value and that it will help to boost growth and employment in Europe, both directly, through the jobs created by the projects themselves, and indirectly, when the infrastructure

is used, with anticipated benefits in terms of competitiveness for the Union and its Member States; recalls, furthermore, that during the negotiations the Council refused to give the necessary leverage to better use financial instruments, which in some cases may allow greater funding;

7. Welcomes the CEF and TEN-T agreements, which will enable investments to be made in key projects with high European added value for the creation of a more sustainable and integrated European transport network; points out that the headings and agreed amounts in budget lines 06 02 01 for the CEF should be adjusted in line with the outcome of CEF negotiations, particularly as regards interoperability, which should be removed from line 06 02 01 03 and included in line 06 02 01 01;
8. Highlights that innovation and research, particularly in the areas of modal shift, accessibility for all, intermodality, interoperability, integrated ticketing and sustainability (reduction of greenhouse gas emissions and noise pollution), are of crucial importance for the transport and tourism sectors; stresses, therefore, the importance of defending the amounts allocated to transport in the corresponding budget lines under Horizon 2020;
9. Stresses the importance of the large-scale implementation of intelligent transport systems, as defined in Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport, in order to make European transport eco-efficient;
10. Calls for the further development of intelligent transport systems, including ERTMS, RIS, VTMS, SESAR and ITS, in the road transport sector, which allow for rational use of logistics, a reduction in the environmental impact of transport and a reduction in costs for transport users; calls for the development of the requisite infrastructure for electric mobility, including trains, tramways, trolleybuses, electric bikes and e-cars; believes that reduction in non-legislative (administrative and technical) barriers is needed;
11. Reiterates its support for the establishment, in all modes of transport, of passenger rights harmonised at EU level, which should lead to the drafting of a common charter with which everyone is familiar; regrets, therefore, the 38% reduction in commitment appropriations proposed by the Commission under the corresponding budget line (from EUR 26 150 000 to EUR 16 019 000), given that this is a particularly sensitive subject for European citizens;
12. Points out that it is vital to build infrastructure for the development of an alternative fuel network that will foster sustainable development and greater energy independence in the Union, and calls for the use of innovative financing instruments at European level to be promoted in order to achieve these objectives;
13. Regrets that, even though tourism has been within the scope of the EU's competence since the entry into force of the Lisbon Treaty, it still does not have its own budget line; calls on the Commission to integrate into the COSME programme the results of the preparatory actions on 'sustainable tourism' (soft mobility, cycling networks, eco-tourism and nature protection) as a priority; urges the Commission to support the diversity of the European tourism industry by focusing as well on the aspects of cultural, natural, and in particular industrial and historical heritage, including through specific financial initiatives, as well as to follow up on the preparatory action on accessibility for all, particularly for people with reduced mobility and for socially disadvantaged people;

14. Calls on the Commission to introduce an initiative to follow up on the results of the preparatory actions on ‘sustainable tourism’ (soft mobility, cycling networks, eco-tourism and nature protection), focusing, at a later stage, on the aspects of cultural, natural, industrial and historical heritage, as well as to follow up on the preparatory action on accessibility for all, particularly for people with reduced mobility and for socially disadvantaged people;
15. Believes that better use should be made of innovative financial instruments, which could play a decisive role in the implementation of certain infrastructure projects; points out that such instruments can be used to mobilise private capital, thereby compensating for the scarcity of public money as a result of budgetary consolidation efforts at national and EU level.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	5.9.2013
Result of final vote	+: 30 -: 5 0: 0
Members present for the final vote	Magdi Cristiano Allam, Georges Bach, Izaskun Bilbao Barandica, Antonio Cancian, Philippe De Backer, Luis de Grandes Pascual, Saïd El Khadraoui, Ismail Ertug, Carlo Fidanza, Knut Fleckenstein, Jacqueline Foster, Franco Frigo, Mathieu Grosch, Dieter-Lebrecht Koch, Georgios Koumoutsakos, Werner Kuhn, Jörg Leichtfried, Bogusław Liberadzki, Eva Lichtenberger, Gesine Meissner, Hubert Pirker, Dominique Riquet, Petri Sarvamaa, Olga Sehnalová, Brian Simpson, Keith Taylor, Patricia van der Kammen, Dominique Vlasto, Roberts Zile
Substitute(s) present for the final vote	Phil Bennion, Spyros Danellis, Michel Dantin, Isabelle Durant, Geoffrey Van Orden, Janusz Władysław Zemke