OPINION

of the Committee on Transport and Tourism

for the Committee on Budgets

on the Council position on the draft general budget of the European Union for the financial year 2015 (2014/2040(BUD))

Rapporteur: Roberts Zīle
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. Stresses that the transport sector is a backbone of the internal market and the basis for the free movement of people and goods, helping to boost the quality of services and facilitating territorial cohesion around the EU.

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

3. Notes that 2015 will be the second year of the 2014-2020 MFF and that it would be important to ensure that implementation of TEN-T and CEF financial programme is decently put in place and runs smoothly after the take-off in 2014; notes furthermore that it is vital to provide necessary appropriations (both commitments and payments) for these new programmes to deploy key transport infrastructure without delay.

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

5. Underlines that the EU budget should focus on infrastructure projects that will deliver high European added value, by removing bottlenecks and building/improving trans-border infrastructure, as well as upgrading existing infrastructure, such as rail links, in order to develop the EU's internal market and improve the competitiveness of the EU as a whole; notes that in the context of the current international situation on the EU's Eastern borders, it is of particular importance to connect Member States in the EU transport network with European technical parameters, including European standard gauge, so they can better integrate into the EU's common market; draws attention, at the same time, to the major interoperability problems still existing across the EU railway network, including rail gauge differences, and calls for efforts to be focused on harmonisation, with a view to building a genuinely interoperable European railway area, also stresses a need to develop intermodal connections of the railway with other transport modes;
6. Stresses a need to ensure that Member States eligible for financing from the Cohesion Fund through the Connecting Europe Facility are helped by the Commission to develop and prepare an adequate pipeline of projects of sufficient maturity and/or quality, and to make efficient use of EU funding; stresses therefore that it is important to implement programme support actions aimed at strengthening the institutional capacity and efficiency of the public administrations concerned, as well as to organise additional calls for proposals, in order to ensure the highest possible absorption of the transferred funds in Member States eligible for funding from the Cohesion Fund; furthermore, the calls for proposals organised by the Commission should address cross-border sections as a matter of priority as such sections are often underfunded although in many cases they constitute bottlenecks.

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

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

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

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

11. Underlines that the EMSA must be equipped with the necessary means for controlling safety and preventing pollution from offshore oil and gas installations, as decided in the new Regulation on the Financing of EMSA;
12. Stresses, in connection with the EASA, that more than two-thirds of the agency’s expenditure is covered by the charges and taxes levied on the industry and that no cuts should be made to the number of EASA certification staff, who do not come under the EU budget and have no impact whatsoever on that budget.

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

14. Recalls the importance of the renewed NAIADIES programme for 2014 - 2020 aiming at decreasing congestion and moving towards a low-carbon economy, by transferring freight to inland waterways transport, and believes that this programme should have adequate funding; stresses that well-structured policy with concrete achievable goals would help to ensure the best possible use of funding through the funds such as the ‘Connecting’ Europe Facility’ and ‘Horizon 2020’;

15. Underlines that, according to Article 195 of the Treaty, the EU has additional competences on tourism policy; therefore considers that appropriate budget funds should be allocated to develop a genuine European tourism policy; calls on the Commission, therefore, to increase its involvement in the field and to promote the completion of major tourism projects, cycle routes networks such as EuroVelo, and the protection of natural, cultural, historical and industrial heritage; also notes that, with the aid of the resources provided through the COSME programme, the EU can respond swiftly and effectively to changes that occur in the tourism industry, but that there is a need for targeted programmes and experimental projects; observes that, by this means, economic growth may be achieved, while more – and sustainable – jobs will be created and the EU will be the prime destination in international tourism.

16. Emphasises the role of research and innovation in the transport and tourism sectors and points out that the timely development of intelligent transport technologies as well as eco-social knowledge, including sustainable urban mobility, SESAR and others, will notably contribute to economic, social, safety and environmental savings; therefore appropriate resources should be allocated to these transport technologies and knowledge under Horizon 2020 and CEF;

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

18. Emphasises the importance of investing in regional airports as this will have a positive impact on a wide range of activities such as exports, business efficiency and productivity, inward investment, and therefore will boost EU market.
19. Notes that administrative and operating expenses in overall are gradually increasing; calls therefore on the Commission, in light of increased budgetary constraint, to ensure the concept of value for money is enshrined in all programmes so that expenditure should therefore be carefully analysed for viability, efficiency and effectiveness, and that EU taxpayers' money is spent on effective implementation and management of EU policies, concentrating resources on investment activities with the necessary operational capability and proper functioning of programmes;

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

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

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

Introduction

The draft budget 2015 would focus on support to employment, businesses, education and research. The Commission has proposed a budget amounting to EUR 145.6 billion in commitments and to EUR 142.1 billion in payments. This represents an increase of 2.1% in commitments and 1.4% in payments compared to 2014. The bulk of the commitments is for future projects whereas some 40% of the payments still cover EU funded projects from the 2007-2013 financial period. Also the Commission is proposing a further 1% reduction in its staff numbers.

The great share of payment appropriations goes to areas that boost Europe's economic growth and jobs (+29.5% compared to 2014) such as research (Horizon 2020), trans-European networks for energy, transport and ICT (Connecting Europe Facility) or the Youth Employment Initiative.

I. Transport budget

Title 6 - Mobility and transport of the Commission’s draft budget for 2015 (DB) contains budget lines relating to EU transport policy. The DB proposes a 14% increase in commitment appropriations (up from EUR 2 867 184 572 in 2014 to EUR 3 279 502 992 in 2015) and 107% increase in payment appropriations (up from EUR 1 003 421 856 in 2014 to EUR 2 075 861 835 in 2015). The increase in payments is mainly due to the needs for the new programmes "Connecting Europe Facility" and "Horizon 2020".

In particular, the Rapporteur would like to draw your attention to:

Connecting Europe Facility (06 02 01)

This is an essential budget line for transport. The commitment appropriations for CEF transport projects are set at EUR 2 844 million (+ 16% compared 2014) and payment appropriations at EUR 1 040 million (0 payments for new projects in 2014). CEF budget will be implemented through calls for proposals under the annual and multiannual work programmes. Moreover, it is also proposed to spend EUR 634 million in payments for completion of TEN-T programmes (06 02 51)

Support activities to the European transport policy and passenger rights including communication activities (06 02 05)

There is a decrease in the DB in commitment appropriations (down from EUR 20 019 000 in 2014 to EUR 12 363 000 in 2015) and increase payments (up from EUR 13 894 437 to EUR 17 447 683) for this line. It is intended to cover expenditure on information and communication, conferences and events promoting activities in the transport sector.

Transport security (06 02 06)

There is an increase in both, commitments (from EUR 2 510 000 to EUR 2 582 000) and payments.
payment appropriations (from EUR 1 514 026 to EUR 1 706 036). This appropriation is intended in particular to cover expenditure on the establishment and operation of a corps of inspectors to check compliance with the requirements of Union security legislation of airports, ports and port facilities.

**Horizon 2020 – Research and innovation related to transport (06 03)**

DB for transport research amounts to EUR 234 117 242 (EUR 212 585 039 in 2014) in commitments and EUR 178 377 220 (EUR 27 847 732 in 2014) in payments. This appropriation covers, among others, SESAR and Shift2Rail joint undertakings.

**Agencies**

**European Aviation Safety Agency (06 02 02)**

The EU contribution to EASA budget would rise from EUR 34 174 000 to EUR 36 370 000, an increase of 6%. The overall EASA draft budget (EU contribution + other resources) amounts to EUR 149 532 000 (EUR 149 059 000 in 2014). Effects of the proposed amendments to the Single European Sky legislation have not been yet accounted for. Total number of staff would decrease to 797 in 2015 from 804 authorised in 2014 budget. Within that overall figure, EU financed staff would rise from 280 to 284. New staff would be assigned to approval of the third country operators and possibly certification of the remotely piloted aircraft systems.

**European Maritime Safety Agency (06 02 03)**

The draft EU contribution to EMSA budget represent an increase in commitment appropriations of 4.37%, up to EUR 52 656 000 and in payment appropriations of 1.09%, up to EUR 51 256 000. The overall EMSA draft budget (EU contribution + other resources) amounts to EUR 54 611 675 (EUR 52 410 475 in 2014) in commitments’ and EUR 53 169 255 (EUR 52 669 145 in 2014) in payments appropriations. The increase is foreseen mainly for the development of databases and enhancement of IT tools. It is proposed to decrease number of staff from 258 authorised in 2014 budget to 255.

**European Railway Agency (06 02 04)**

It is proposed to rise EU subsidy to ERA to EUR 25 613 000 (EUR 25 007 400 in 2014), in both commitment and payment appropriations. The extra financial resources should cover costs related to the new Shift2Rail tasks. The overall ERA draft budget (EU contribution + other resources) amounts to EUR 26 379 500 (EUR 25 715 600 in 2014), in both commitment and payment appropriations. It is proposed to decrease number of temporary agents from 140 authorised in 2014 budget to 137, while the total of human resources including contractual agents and seconded national experts remains the same as in 2014 equal to 161 posts.

**II. Tourism**

Tourism budget falls under Title 2 - Enterprise. There is a specific tourism target in the Programme on Competitiveness and SMEs (COSME) for the programming period 2014-2020 (Regulation No. 1287/2013). It is proposed, within line 02 02 01, to spend EUR 11 000 000
for tourism projects, prizes, surveys, and events.

**III. Pilot projects and preparatory actions**

There are three on-going TRAN related projects and actions in the EU budget: LNG (liquefied natural gas) fuelled ships (EUR 0 in commitments, EUR 436 192 in payments), the role of rolling stock in European interoperability (EUR 0 in commitments, EUR 0 in payments), and General Aviation — Statistics and Key figures (EUR 0 in commitments, EUR 87 238 in payments). The preparatory actions on tourism reached their objectives and the tourism has been recognised in the EU budget. The Rapporteur would therefore not propose any new actions on tourism.

**IV. Possible amendments**

The Rapporteur calls for the adoption of a responsible, realistic, and result-oriented budget. At the same time, the Rapporteur stresses that the EU budget should represent an investment directed towards policies demonstrating EU added value and supporting economic growth and job creation. The overall level of the Commission’s draft budget, including Agencies' funding seems to be proportionate to the need to implement EU policies and deliver EU added value.

As regards the three on-going preparatory actions, the Rapporteur underlines especially the importance of the preparatory action on LNG fuelled ships in the context of the new sulphur limits for maritime fuels in emission control areas (SECAs) entering into force on 1 January 2015.

Depending on the Council's position to the DB, the Rapporteur might consider restoring draft budget in individual budget lines in order to take into account the Parliament’s priorities for action. It concerns especially budgetary lines on CEF, SESAR, and transport research.
# RESULT OF FINAL VOTE IN COMMITTEE

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<th>Date adopted</th>
<th>3.9.2014</th>
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| **Result of final vote** | +: 41  
–:  4  
0:   3 |
| **Substitutes present for the final vote** | Martina Dlabajová, Curzio Maltese, Georgi Pirinski, Franck Proust, Patricija Šulin |