



**2016/2047(BUD)**

1.9.2016

# **OPINION**

of the Committee on Transport and Tourism

for the Committee on Budgets

on the draft general budget of the European Union for the financial year 2017  
(2016/2047(BUD))

Rapporteur: Isabella De Monte



## SUGGESTIONS

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

1. Recalls that transport infrastructures, including cross-border infrastructures, are fundamental to the freedom of movement of persons, goods and services on which the single market is based, and that this freedom of movement is both a powerful catalyst for EU integration, job creation and the development of sustainable tourism and is a key factor in the performance of European trade, industry, while at the same time protecting the climate, the environment and the quality of life; takes the view that transport infrastructures should meet certain quality criteria, in order to ensure increased consumer safety and protection;
2. Underlines that Union transport policy, in particular with regard to the Trans-European transport Network (TEN-T), is one of the most ambitious and successful Union policies; points out that the TEN-T network plays a fundamental role in commercial exchanges within the Union and with neighbouring countries, contributing to the wealth of its citizens; recalls, therefore, the importance of adequate financing for completing missing and cross-border links, particularly abandoned or dismantled regional rail connections, and for removing bottlenecks of the TEN-T network; stresses the importance of linking the transport networks of all Union regions, including remote mountainous and island areas, and of solving such problems as the lack of appropriate infrastructure, accessibility and a low interoperability between the Central and Eastern, and Western parts of the Union;
3. Regrets the significant decrease in budget for removing bottlenecks, rail interoperability and bridging missing links, sustainable and efficient transport systems, and integration and interconnection of transport modes and emphasises, in this context, the vital importance of a complete restoration of the budget for these areas;
4. Welcomes the Commission's proposal to include missing rail links in the 2016 calls for proposals; calls on the Commission to provide advisory support to the project promoters and competent authorities to ensure that they put forward high-quality proposals; considers that cross-border missing links which represent significant European added value in terms of jobs, tourism and sustainability and which connect areas that were historically linked by rail should be funded through the Connecting Europe Facility (CEF) and other ad hoc funding sources;
5. Notes that the European Fund for Strategic Investments (EFSI) is not yet producing the results expected as regards transport infrastructures; stresses therefore, as key priorities for the 2017 budget, the need to restore the CEF credits, which were redeployed to form the EFSI; guarantee fund; draws attention to the importance of securing, as soon as possible, sufficient budget in order to immediately launch a call for proposals, bearing in mind that CEF projects are long-term projects running over several years;
6. Welcomes the overall success of CEF and asks the Commission to launch, as a matter of priority, a third call for proposals with the remaining budget for CEF in order to

further plan the remaining commitments;

7. Points out the massive oversubscription of projects and at the high number of high-quality projects, which were rejected in 2014-2015 due to insufficient Union budget and notes that additional resources in addition to those resulting from the recovery of redeployed funds could be absorbed;
8. Recalls that point 17 of the Interinstitutional Agreement of 2 December 2013 between the European Parliament, the Council and the Commission on budgetary discipline, on cooperation in budgetary matters and on sound financial management<sup>1</sup> (Interinstitutional Agreement) provides for 10% flexibility to increase CEF budget in annual budgetary procedures; calls on the Commission to increase, in line with the Interinstitutional Agreement, the total envelope of the CEF, including an increase in the cohesion envelope of the CEF;
9. Points out that there are two key transport policy areas closely related to infrastructure development, i.e. the establishment of the European Rail Traffic Management System (ERTMS) and the promotion of Motorways of the Sea and inland waterways which aim at relieving land transport corridors and may constitute their "waterborne leg"; stresses that it is of utmost importance for the sustainability of transport in the Union that goods and passenger traffics are shifted from road to rail, maritime and inland means of transport; therefore underlines the vital importance of adequately funding the development of ERTMS, promoting Motorways of the Seas and inland waterways;
10. Considers that the optimisation of transport modes integration and interconnection and intermodal connections, along with the development of freight corridors, represent essential elements for shifting freight from road to rail and for improving the sustainability of rail;
11. Welcomes the adoption of the technical pillar of the fourth railway package; underlines the greater role the European Railway Agency can play in terms of certification and infrastructure development and stresses that the agency should be given appropriate budgetary resources to that end; insists that there is a need for continuous efforts to be put on research and innovation in the rail sector and calls, in this context, on adequate funding for the Shift2Rail Joint Undertaking, the re-establishing of regional cross-border links and maintenance of rail infrastructure;
12. Welcomes the first calls for proposals for the Shift2Rail joint initiative; calls on the governing body, and on the Commission in particular, to speed up the implementation of its work programme to make up for the time lost while setting up the initiative and, furthermore, to place particular emphasis on resolving core interoperability issues in the European rail network;
13. Underlines that the revision of Regulation (EC) No 216/2008 of the European Parliament and of the Council<sup>2</sup> envisages broadening the scope of competence of the

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<sup>1</sup> OJ C 373, 20.12.2013., p.1.

<sup>2</sup> Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008., p.1.)

European Aviation Safety Agency (EASA); stresses the importance of allocating adequate funding to the EASA to ensure the successful uptake of these new responsibilities;

14. Underlines moreover that EASA has already cut 5 % of posts over five years as agreed in the Interinstitutional Agreement; considers, therefore, that any further cuts proposed by the Council could endanger the proper functioning of EASA and could prevent the EASA from fulfilling the tasks already assigned and those that will be assigned by the legislative authority; underlines further that the new EASA posts that are required, due to new policy developments and new legislation, in order to fulfil additional tasks need to be counted outside any reduction target;
15. Stresses that the EASA posts (including the related pensions) which are fully financed from industry and therefore have no impact on the Union budget should not be subject to any staff reduction including the Interinstitutional Agreement;
16. Emphasises that it should be left to the discretion of EASA to increase the number of posts that are fully financed by industry during the financial year according to the fluctuating workload i.e. industry demands; stresses that, for this purpose, the budgetary authority should, in addition to the number of posts financed by fees and charges already authorised through the adoption of the EASA budget, also indicate the additional percentage (within an upward ceiling of 10%) of posts that could be allowed by the EASA Management Board on a proposal of the EASA to respond to an unforeseen evolution of the market demand; further underlines that the decision of the Management Board should be based on a documented evaluation of the unforeseen workload and of the efficiency criteria;
17. Stresses the need for accurate funding for the implementation of the components of Single European Sky ATM Research (SESAR) in order to ensure the deployment of ATM functionalities that are considered essential for the improvement of the Union's ATM system performance;
18. Recalls the importance of addressing the refugee and migrant issue and the contribution the European Maritime Safety Agency (EMSA) can make to this situation, including with regard to the protection of the Union's external borders; notes that the mandate of the European Maritime Safety Agency has been broadened to enhance its cooperation with national authorities and the European Border and Coast Guard Agency; emphasises the importance of adequate funding to ensure the optimal use of state-of-the-art technology, information sharing, in accordance with the principles of personal data protection, and staff training;
19. Stresses the importance of the goals set by COP 21 with regard to transport in order to combat climate change; underlines that financial means should be available to ensure a modal shift from road to rail as well as waterborne and inland waterway transport and encouraging Member States to invest in smart, sustainable, accessible integrated public transport; recommends also paying attention to noise reduction in transport to provide citizens with an environment of high quality; furthermore insists on the need to reduce external costs caused by transport, thereby decreasing the burden on future public budgets;

20. Underlines that efficient green logistics management across all transport modes in the Union can greatly contribute to decongesting of traffic and a reducing CO2 emissions; encourages the Commission to promote digitalisation in logistics, such as cargo-pooling initiatives; draws attention to the fact that Motorways of the Seas are cornerstones in logistics and that ports and hinterland interconnections are main nodes for multi-modal transport schemes;
21. Underlines the key role of digital technologies in the development of safe, efficient, intermodal and sustainable transport and mobility management; encourages the Commission to support the development of digitalisation and automation across all transport modes, as well as the development of innovative solutions, such as shared mobility in cities and rural areas interconnected with public transport, to the benefit of all Union citizens, tourists and businesses, including small and medium-sized enterprises (SMEs);
22. Underlines the importance to allocate sufficient funding for Galileo and The European Geostationary Navigation Overlay Service (EGNOS) in 2017 in order to ensure the Commission's commitments regarding safety and efficiency in aviation, road, rail and maritime transport; reiterates the importance of providing swiftly uninterrupted global navigation satellite system (GNSS) services for smart roads and connected vehicles, smart fleet and cargo and traffic management such as ATM, ERTMS, eCall;
23. Calls on the Commission to support various options for financing measures that aim to achieve the accessibility of the transport services, vehicles, infrastructure and intermodal connecting hubs, and other measures to improve accessibility for persons with disabilities;
24. Encourages the Commission to support initiatives that aim to improve road safety and that could help to achieve the goal of reducing road deaths by half by 2020 and significantly reduce serious injuries;
25. Considers that ensuring the security of transport means and infrastructures is a high priority and that adequate funding must be safeguarded for this purpose.
26. Calls for the introduction of a direct budgetary line for tourism in the Union budget for 2017, as it existed in the past, given the importance of this economic activity for SMEs and green jobs in Europe and the need to further improve its attractiveness and competitiveness in a worldwide competitive environment; calls on the Commission to ensure the availability in all Union languages of the Guide on EU funding 2014-2020 for the tourism sector; asks the Commission to present a yearly overview of the Tourism projects co-financed through the different Union funds;
27. Requests that a comprehensive strategy for the tourism industry be drawn up which contains all the necessary aspects of an innovative and competitive tourist sector, such as: sector financing, professional development, accessibility, infrastructure, a visa regime, digitisation and promotion;
28. Underlines the importance of rural, mountainous, island, coastal and remote areas in the further development of sustainable tourism in Europe; believes that means should be made available for the promotion of local cultures and biodiversity in those regions as

well as in tourist locations not addressed by mass tourism; believes that specific schemes that aim to provide barrier-free access, by persons with reduced mobility or any other disability, to tourist facilities in Europe should be developed.

## RESULT OF FINAL VOTE IN COMMITTEE ASKED FOR OPINION

<b>Date adopted</b>	1.9.2016
<b>Result of final vote</b>	+:               42 -:                2 0:                1
<b>Members present for the final vote</b>	Daniela Aiuto, Lucy Anderson, Inés Ayala Sender, Georges Bach, Izaskun Bilbao Barandica, Deirdre Clune, Michael Cramer, Andor Deli, Karima Delli, Isabella De Monte, Ismail Ertug, Jacqueline Foster, Tania González Peñas, Dieter-Lebrecht Koch, Stelios Kouloglou, Miltiadis Kyrkos, Bogusław Liberadzki, Peter Lundgren, Marian-Jean Marinescu, Georg Mayer, Cláudia Monteiro de Aguiar, Jens Nilsson, Markus Pieper, Salvatore Domenico Pogliese, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy, Dominique Riquet, Massimiliano Salini, Claudia Ţapardel, Keith Taylor, Pavel Telička, István Ujhelyi, Wim van de Camp, Elissavet Vozemberg-Vrionidi, Janusz Zemke, Roberts Zile, Kosma Zlotowski, Elżbieta Katarzyna Łukacijewska
<b>Substitutes present for the final vote</b>	Ivo Belet, Michael Gahler, Karoline Graswander-Hainz, Werner Kuhn, Jozo Radoš, Henna Virkkunen
<b>Substitutes under Rule 200(2) present for the final vote</b>	Urszula Krupa