OPINION

of the Committee on Transport and Tourism

for the Committee on Economic and Monetary Affairs

(2016/2099(INI))

Rapporteur: Bogusław Liberadzki
SUGGESTIONS

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

A. whereas, with more than a trillion euros invested in the transport sector thanks to the support of the EIB since its foundation in 1958, this is the sector in which the EIB has been most active;

B. whereas lowering emissions in the transport sector is a major challenge, and significant reductions in NOx, CO2 and other relevant emissions from transport are needed if the EU is to achieve its long-term climate goals; whereas congestion and air pollution are major problems in developing all forms of mobility and protecting human health;

C. whereas in 2015 the EIB invested EUR 14 billion in transport projects that will benefit 338 million passengers per year and save 65 million travel hours per year;

1. Welcomes the plan, announced by Commission President Juncker, to review the regulation on the European Fund for Strategic Investments (EFSI), which aims to increase the capacity of the Investment Plan for Europe from EUR 315 billion to EUR 630 billion until 2022; underlines, however, that this should not lead to a reduction in well-functioning sources of sustainable transport infrastructure funding; believes, in particular, that the funding cut from instruments such as the Connecting Europe Facility to the benefit of the EFSI will be restored; highlights the importance of a balanced allocation of funds between regions, and stresses the need to complete the TEN-T core network by 2030;

2. Believes that as only 8 % of EFSI investments to date have reached the EU-13 countries, the current functioning of EFSI is contrary to the Fund’s regulation, which states that EFSI should contribute to strengthening of the Union’s economic, social and territorial cohesion; further believes that the concentration of capital in the EU-15 countries, and the underserving of EU-13 countries, widens social and economic disparities between the EU’s western and eastern regions; notes that such disparities are fuelling brain drain and emigration of youth from the poorer Member States towards the western Member States, which, in turn, puts extra pressure on the former’s social safety nets; notes further the growing discontent in western Member States to changes in their labour market structures caused by immigration from poorer Member States, often instigating governments in the former to adopt changes to their social legislation which are de-facto discriminatory in their nature;

3. Encourages the EIB to continue to support sustainable, safe, climate-friendly and innovative transport solutions, and to continue to promote accessibility for passengers with reduced mobility; underlines that it is the Union’s priority to ensure sufficient funding for projects with European added value, including cross-border transport links and, in particular, abandoned or dismantled cross-border regional rail connections; underlines the need for European investment policy to pay more attention to horizontal issues, particularly as regards future means of transport and services, which will require the simultaneous and coherent development of alternative energy and telecommunications networks;
4. Calls on the EIB, in its financing of transport projects, to take into account and seek synergies with tourism, with a view to promoting the development and competitiveness of the tourism sector in the EU;

5. Believes that an innovative and effective economy needs an advanced and high-quality transport system and infrastructure, and that these should be among the priorities, with a special focus on the EU’s eastern region as well as on innovative multimodal infrastructure solutions such as short multimodal tunnels, bridges or ferries in sparsely populated areas;

6. Highlights the disparity between the number of investment projects financed in western and eastern Member States; underlines, in view of this, the importance of geographical balance in investments with EIB involvement, and expects the EIB and the Commission to deliver appropriate technical and administrative assistance to project preparation in countries that need it; stresses the important role of local and regional authorities in this process;

7. Supports the Commission in its attempt to revise the current Financial Regulation; supports, in particular, the regulation’s provisions concerning the use of innovative financial instruments such as project bonds, provided they do not entail socialising the losses and privatising the profits;

8. Warns against the trend whereby investment funds based on public-private partnerships (PPPs) are replacing the EU’s conventional funding mechanisms and, within the context of EFSI, are partly funded using money that has previously been earmarked for other purposes; notes that as EFSI has thus far been incapable of contributing towards the EU’s economic, social and territorial cohesion, the EU’s structural funds are still the main funds capable of serving the EU’s cohesion policy aims;

9. Stresses the importance in combating climate change of the goals set by COP 21 with regard to transport; underlines that the financial means should be available to bring about a modal shift from road to rail and waterborne and inland waterway transport; insists also that attention should be paid to investment in clean power and modern services for transport; proposes, to this end, that the capacities of financing tools that are specialised for this purpose, such as the European Clean Transport Facility (ECTF), be increased;

10. Emphasises that investments should be based on minimising external costs, including those caused by climate change, thereby reducing the challenges for public budgets of the future;

11. Calls on the Commission and the EIB to support investment in sustainable urban mobility, ideally based on sustainable urban mobility plans (SUMPs) with proper criteria for reducing congestion, climate change, air pollution, noise and road accidents;

12. Notes that in order to reduce the burden of infrastructure construction and maintenance on taxpayers, and on public finances in general, transport infrastructure projects of the PPP

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type should generally be based on the ‘user pays’ principle;

13. Notes that the EIB uses a wide range of financial instruments – such as loans, guarantees, project bonds and PPPs – to support public and private investment in transport; stresses that it is important to coordinate various types of EU funding in order to ensure that EU transport policy objectives are met across all of the EU, taking into account that not all projects are suitable for funding from PPP types of instrument;

14. Underlines the importance of optimising the Union’s investment policies by blending the various investment support tools (EFSI, ESIFs, CEF, projects bonds, the various funds, etc.); calls for a coordination structure to be set up between the EIB and the Commission with a view to optimising the joint use of these various tools on a project-by-project basis so that loans, subsidies and guarantee mechanisms can be mixed for the same project under the best possible conditions;

15. Believes that transparency, and access for citizens to information on financing plans and structures, are essential to ensuring resonance for, and citizens’ acceptance of, the projects.
RESULT OF FINAL VOTE IN COMMITTEE ASKED FOR OPINION

<table>
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<tr>
<th>Date adopted</th>
<th>10.11.2016</th>
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| Result of final vote | +: 34  
| | -: 3  
| | 0: 2  |
| Members present for the final vote | Daniela Aiuto, Lucy Anderson, Marie-Christine Arnautu, Georges Bach, Izaskun Bilbao Barandica, Deirdre Clune, Michael Cramer, Luis de Grandes Pascual, Andor Deli, Karima Delli, Isabella De Monte, Ismail Ertug, Jacqueline Foster, Bruno Gollnisch, Merja Kyllönen, Miltiadis Kyrkos, Bogusław Liberadzki, Peter Lundgren, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Renaud Muselier, Jens Nilsson, Markus Pieper, Salvatore Domenico Pogliese, Gabriele Preuß, Dominique Riquet, Massimiliano Salini, David-Maria Sassoli, Claudia Schmidt, Jill Seymour, Claudia Ţapardel, Pavel Telička, István Ujhelyi, Wim van de Camp, Roberts Zīle, Elżbieta Katarzyna Łukacijewska |
| Substitutes present for the final vote | Maria Grapini, Ramona Nicole Mănescu, Matthijs van Miltenburg |