



2020/2058(INI)

14.7.2020

OPINION

of the Committee on Transport and Tourism

for the Committee on Budgets and the Committee on Economic and Monetary Affairs

on the Sustainable Europe Investment Plan – How to finance the Green Deal (2020/2058(INI))

Rapporteur for opinion: Caroline Nagtegaal

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SUGGESTIONS

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

- A. whereas in the field of transport, more than EUR 700 billion in investment is needed for the Trans-European Transport Network alone between now and 2030 and, in line with the goals of the Green Deal, additional investments are required for the full deployment of innovative strategies, intelligent transport systems (ITS), low and zero emission mobility solutions, charging infrastructure, and alternative fuels throughout the network and the areas it connects to; whereas the modernisation of the EU transport system also implies significant investment in the upgrading and retrofitting of existing transport infrastructure;
 - B. whereas transport is a fundamental part of the EU internal market and plays an important role in the economic, social and territorial cohesion of the EU, especially in peripheral, rural, island and outermost regions, and in this regard the EU needs to invest in the transport industry's competitiveness and its capacity to make the transition to sustainable mobility a reality;
 - C. whereas transport's greenhouse gas (GHG) emissions represent 27 % of EU global emissions and are the only ones still increasing, and in this regard transport must contribute to reaching the emissions reduction targets of the EU towards climate neutrality by 2050 in a technologically neutral way, while making sure that transport remains affordable and competitive; whereas reduction of the emissions of the transport sector can be accelerated for both infrastructure and fleet by developing and strengthening synergies with other sectors, such as digital or energy;
 - D. whereas research and innovation are crucial drivers for the competitiveness and sustainability of the transport sector, and investment under the European Green Deal Investment Plan is implemented through sectoral policies, as there is no dedicated budget line for it;
 - E. whereas one in ten Europeans work in the wider transport sector, and investing in transport infrastructure will lead to the creation of new jobs as it is estimated that every billion euros invested in the TEN-T core network will create up to 20 000 new jobs, and therefore transport must be fit to cope with new socio-economic and technological developments, requiring significant investments in new mobility models, digitalisation, research and innovation, alternative energy sources and energy efficiency;
 - F. whereas the COVID-19 pandemic has led to an unprecedented economic crisis throughout the Union, especially in the transport and tourism sector, and has demonstrated that the transport and logistics sector and its workers are the backbone of the European economy, as uninterrupted freight transport has been essential for the functioning of supply chains;
1. Acknowledges the actions taken and to be taken in the transport sector to reduce specific

emissions and to ensure a just transition to climate neutrality by 2050; stresses, therefore, the need to strengthen financial support for research on and innovation in low and zero-emission mobility solutions, in particular regarding advanced technologies and smart mobility across all modes of transport, including alternative fuels, low emission vehicle technologies and sustainable infrastructure projects;

2. Stresses that the Connecting Europe Facility (CEF) is a key enabler for completing the TEN-T network and for contributing to the EU's and its Member States' climate objectives in line with the goals of the Green Deal, allocating up to 80 % of its funding to transport to meeting climate objectives through the promotion of sustainable infrastructure projects, multimodality, rail freight transport, and innovative and digital actions such as telematics applications systems and the deployment of alternative fuels; insists on the need for a stronger CEF budget, and warns that financing the Sustainable Europe Investment Plan (SEIP) must not lead to financial reallocation that negatively affects the CEF;
3. Points out that transport projects require large-scale investment and that therefore, in order to attract investors, legal certainty, stable and foreseeable targets and availability of information are crucial; highlights how administrative procedures, growing in number and complexity, for the realisation of transport projects lead to increased costs and delays, hampering the EU transport network as a whole; stresses that the investments made so far must not be put at risk by shifting funding conditions, and expects the SEIP to provide a realistic, fair and future-proof support framework for investment; urges the Commission, in this respect, to provide clarity for investors by setting out the resources for each instrument of the SEIP for the entire MFF period and by providing clarity on the application of the EU-wide sustainability taxonomy when proposing delegated acts; acknowledges, moreover, that investments in transitional forms of fuel that do not significantly harm the environment contribute to the goal of climate-neutral mobility across all EU regions;
4. Stresses that to ensure sufficient investment in sustainable transport infrastructure, it is essential that all relevant EU funds (the CEF, InvestEU, Horizon Europe, the European Structural and Investment Funds, etc), European Investment Bank (EIB) lending and other financial tools are tailored to specific needs of the transport sector that enhance the sustainable transition, and that the Member States commit to proper funding; highlights that synergies across relevant Union programmes in areas such as transport, energy and digitalisation could be key to accelerating the advancement towards the development of smart and sustainable mobility at EU level; highlights, moreover, that the transport and logistics sector consists largely of micro-enterprises and SMEs, and therefore urges the Commission to pay special attention to these types of enterprise, e.g. by providing better access to funding;
5. Encourages the EU and the Member States to maximise the use of the available tools at their disposal to ensure that the transport sector contributes to decarbonisation; calls, in this respect, for an impact assessment of all future policies and tools (e.g. own resources, the extension of the Emissions Trading System (ETS), external costs) that have an impact on the transport sector; strongly believes, moreover, that the Member States should earmark revenue from taxes or fees and the ETS related to transport to fostering investment in the sustainability of the relevant transport modes, in order to achieve

economic efficiency and connectivity targets;

6. Considers that flexible state aid rules are needed for the transition towards a climate-neutral transport and logistics sector, without disproportionately distorting the level playing field within Europe; urges the Commission to provide clarity on state support for sustainable transport projects; believes, moreover, that a revision of state aid rules for airports is also necessary in order to reduce the number of multi-leg flights between European destinations, thereby significantly reducing emissions and travel time while increasing efficiency;
7. Calls on the Commission to boost the use of InvestEU for further developing sustainable tourism and transport, including all modes and infrastructure; welcomes the budget increase for the InvestEU programme recently proposed under the Next Generation EU instrument; considers that this smart investment should incentivise European industrial leadership in strategic sectors and key value chains such as transport and logistics, including the aeronautical industry, as well as in the development of telematic application systems;
8. Calls for the allocation of HorizonEU funds for research and development (R&D) dedicated to the transport sector, in particular for alternative fuel solutions, batteries and components for electric cars, and alternative technologies for rolling stock; calls, moreover, for adequate financing within HorizonEU for the European Partnerships dedicated to transport, such as Clean Sky, Single European Sky ATM Research (SESAR), Shift2Rail and Fuel Cells and Hydrogen (FCH);⁹. Calls on the Commission to include in the Just Transition Mechanism appropriate means to support the reconversion of industries whose finished products are incompatible with the target of a carbon-neutral Union;
10. Highlights that innovation and digitalisation play a key role in the decarbonisation of the transport sector in line with the ambitions of the European Green Deal; calls for investment in digitalisation in particular for the development and deployment of Intelligent Transport Systems (ITS), Vessel Traffic Monitoring and Information Systems (VTMIS), River Information Services (RIS) and the European Rail Traffic Management System (ERTMS);
11. Believes that sustainable mobility in all modes of transport and an up-to-date multimodal infrastructure including the trans-European transport network (TEN-T) and its future extension are crucial to achieving a climate-neutral economy; stresses that the percentage increase in EU rail and maritime freight transport as envisaged in the European Green Deal needs a concrete EU investment plan and concrete measures at EU level; in this respect, urges the Commission to accelerate and prioritise investments for infrastructure projects that are being executed for the elimination of bottlenecks, bridging of missing links, development of clean hydrogen and its rolling out and innovation in high-speed rail transport and inland waterway shipping, while mainstreaming climate mitigation and adaptation measures;
12. Acknowledges that the navigability of European inland waterways needs significant improvements; calls for dedicated financing to be created within different funding instruments, such as the CEF and the Cohesion Fund, or with the participation of the

EIB;13. Calls for support for the ‘Initial Strategy’ of the International Maritime Organization (IMO) and for a clear strategy including benchmarks for reducing emissions in the EU maritime sector;

14. Recalls the role of the Clean Sky 2 and SESAR Joint Undertakings in ensuring net accelerations in green technologies aimed at improving safety and reducing CO₂ and greenhouse gas emissions, as well as the noise levels produced by aircraft; calls on the Commission to develop and support an EU investment roadmap for aviation and aeronautics to trigger innovation towards sustainable aviation, including research in alternative fuels, as well as possible instruments to incentivise the replacement of older aircraft, with a view to preserving competitiveness and maintaining Europe’s leadership;15. Highlights the key role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail as set out in the European Green Deal; stresses that the Shift2Rail undertaking plays a key role in overcoming technical obstacles and driving forward interoperability, with the aim, ultimately, of making rail transport cheaper, more efficient and more attractive and contributing to reducing accidents and CO₂ emissions; stresses the importance of increasing EU investment in ERA and Shift2Rail in order to advance with the establishment of the Single European Railway Area;
16. Considers that there is a need for EU funds to ensure the transformation of the automotive industry towards climate neutrality; calls in this respect for a roadmap for the reduction of emissions by the automotive industry, based on R&D and technological capabilities, that includes a dedicated European programme for the recycling of vehicles, EU financing to promote the deployment of zero-emission vehicles, increases in the production of sustainable alternative fuels and deployment of recharging points, and investment in innovative and smart road safety solutions in order to meet the EU’s strategic goal of ‘Vision Zero’; believes that adaptation of infrastructure to new mobility patterns and types of vehicles should also be a priority, and in this regard calls for a roadmap for road infrastructure, to be aligned with the automotive industry’s emissions reduction roadmap;
17. Believes that public transport is central to achieving sustainable urban mobility; stresses the need to increase support for public transport networks and fleets at a local and regional level, as an effective tool for the transition and towards low-emission mobility, while promoting modal shift, especially in metropolitan centres, and connectivity in rural areas to promote territorial cohesion; considers a stronger articulation of urban transport financing with the Sustainable Urban Mobility Plans (SUMPS) to be essential to boost the urban mobility transformation; calls on the Commission to cooperate with the Member States in order to develop sustainable urban mobility plans and policies, including support for efficient public transport systems and active mobility solutions such as walking and cycling and the promotion of accessibility and multimodality among the different modes of transport;18. Points out the economic consequences of the COVID-19 pandemic for the transport sector, especially collective passenger transport; calls on the Member States to include the transport industry as a priority in their national recovery plans, so as to ensure that it can have comprehensive access to the resources allocated from the different initiatives of the European Recovery Plan; asks the Commission, moreover, to cooperate with the Member States to ensure financing solutions for collective passenger transport modes, and to map smart investment initiatives for the sustainable and resilient recovery of the sector;

19. Believes that the European Recovery Plan should support the financing of the recovery and sustainable transformation of the tourism sector; calls on the Member States to include the tourism and travel sector, with a particular focus on SMEs, as a priority in their national recovery plans; asks the Commission to develop an 'EU Roadmap for Sustainable and Resilient Tourism' in order to boost investment in innovative and digitalisation measures such as circular economy initiatives in the tourism sector; insists on the establishment of an EU Tourism Policy as well as on the creation and introduction of a specific budget allocation for sustainable tourism, as clearly stated in Parliament's position on the Multiannual Financial Framework 2021-2027;²⁰. Highlights the importance of the Green Deal being accompanied by a just, inclusive and non-discriminatory transition to ensure that the transport sector's businesses, SMEs and workforce can adjust, and to support the regions (including the outermost regions) and communities most affected, in order to preserve territorial and social cohesion and to ensure that no one and no region is left behind; calls on the Commission to take into account the job losses that may occur with the reconversion in the transport and tourism sectors, by considering supporting investment related to sustainable and social inclusiveness, for instance aimed at promoting the training and re-skilling of workers under the new strategic European investment policy window within the InvestEU programme.

INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

Date adopted	14.7.2020
Result of final vote	+: 38 -: 6 0: 5
Members present for the final vote	Magdalena Adamowicz, Andris Ameriks, José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Marco Campomenosi, Ciarán Cuffe, Jakop G. Dalunde, Johan Danielsson, Andor Deli, Karima Delli, Anna Deparnay-Grunenberg, Ismail Ertug, Gheorghe Falcă, Giuseppe Ferrandino, Mario Furore, Søren Gade, Isabel García Muñoz, Jens Gieseke, Elsi Katainen, Kateřina Konečná, Elena Kountoura, Julie Lechanteux, Bogusław Liberadzki, Benoît Lutgen, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Tilly Metz, Giuseppe Milazzo, Cláudia Monteiro de Aguiar, Caroline Nagtegaal, Jan-Christoph Oetjen, Philippe Olivier, Rovana Plumb, Dominique Riquet, Dorien Rookmaker, Massimiliano Salini, Barbara Thaler, István Ujhelyi, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Roberts Zile, Kosma Złotowski
Substitutes present for the final vote	Leila Chaibi, Angel Dzhambazki, Markus Ferber, Carlo Fidanza, Maria Grapini, Roman Haider, Alessandra Moretti

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

38	+
ECR	Angel Dzhambazki, Carlo Fidanza, Roberts Zīle, Kosma Złotowski
GUE/NGL	Leila Chaibi, Kateřina Konečná, Elena Kountoura
PPE	Magdalena Adamowicz, Andor Deli, Gheorghe Falcă, Markus Ferber, Jens Gieseke, Benoît Lutgen, Marian-Jean Marinescu, Giuseppe Milazzo, Cláudia Monteiro de Aguiar, Massimiliano Salini, Barbara Thaler, Elissavet Vozemberg-Vrionidi, Elżbieta Katarzyna Łukacijewska
RENEW	José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Søren Gade, Elsi Katainen, Caroline Nagtegaal, Jan-Christoph Oetjen, Dominique Riquet
S&D	Andris Ameriks, Johan Danielsson, Ismail Ertug, Giuseppe Ferrandino, Isabel Garcia Muñoz, Maria Grapini, Bogusław Liberadzki, Alessandra Moretti, Rovana Plumb, István Ujhelyi
NI	Mario Furore

6	-
ID	Marco Campomenosi, Roman Haider, Julie Lechanteux, Philippe Olivier, Lucia Vuolo
NI	Dorien Rookmaker

5	0
VERTS/ALE#	Ciarán Cuffe, Jakob G. Dalunde, Karima Delli, Anna Deparnay-Grunenberg, Tilly Metz

Key to symbols:

+ : in favour

- : against

0 : abstention