



**2023/0264(BUD)**

20.9.2023

# **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 2024 – all sections  
2023/0264(BUD))

Rapporteur for opinion: Ciarán Cuffe

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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 into its motion for a resolution:

- A. whereas the transport sector is essential for the Union's economic and social development and cohesion and for ensuring mobility, accessibility and connectivity for all citizens and all regions, with particular attention to peripheral, rural, insular and outermost regions and other disadvantaged areas, which are dependent on air and maritime connections;
- B. whereas the transport must contribute significantly to efforts to reach Union-wide climate neutrality by 2050 and reduce external costs associated with transport including air and noise pollution; whereas to achieve this systematic change all transport modes need the right incentives to drive the transition in technologically neutral way;
- C. whereas air and waterborne transport will have greater decarbonisation challenges in the next decades; whereas due to current lack of market ready zero-emission technologies, long development and life cycles of aircraft and vessels, necessary investments in refuelling equipment and infrastructure are crucial, while taking into account international competition in these sectors;
- D. whereas mobility in Europe should be based on an affordable, smart, efficient and interconnected multimodal transport system for both passengers and freight, enhanced by an affordable high-speed rail network and infrastructure; recalls in this regard Sustainable and Smart Mobility Strategy;
- E. whereas transport is key for the just, digital and green transitions and, to avoiding anyone being left behind; whereas it is essential to ensure that transport is accessible and affordable for all European citizens and that their mobility as a vital tool for their economic and social life is not limited; whereas parts of the transport sector are experiencing labour shortages and in some cases working and safety conditions need to be improved;
- F. whereas digitalisation will become an indispensable driver for the modernisation of the entire system, making it seamless, more efficient and safe; whereas EU also needs to use digitalisation to further increase the levels of safety, security, reliability, and comfort, thereby maintaining the EU's leadership in transport equipment manufacturing and services and improving our global competitiveness through efficient and resilient logistics chains;
- G. whereas the transport sector is contributing around 5% to EU GDP and employing more than 10 million people in the Union; whereas the transport system is critical to the EU businesses and global supply chains;
- H. whereas transport and tourism sectors represent an important part of the EU's economy in terms of GDP and employment; and whereas the transport and tourism sectors and businesses were among the hardest hit by the COVID-19 crisis and by the illegal and unjustified Russian war of aggression against Ukraine; whereas these sectors and

businesses of the sector require a coordinated response at EU level, backed by adequate budgetary means;

- I. whereas, in the current economic context characterised by subdued economic growth, unprecedentedly high inflation levels and increasing interest rates, investments in transport infrastructure have become significantly more expensive;
- J. whereas transport still faces a wide range of financing challenges across the EU: underinvestment, lack of suitable financing solutions, ageing infrastructure, insufficiently developed and non-transparent pipelines of transport projects, continuous growth of urban populations, and regulatory and administrative barriers;
- K. whereas the Union transport sector needs to become independent from Russian fossil energy sources and avoid any future dependencies on single countries or world regions for critical energy, fuels or raw materials supply, including for the production of batteries for use in battery electric vehicles and power storage solutions;
- L. whereas the Commission further integrates Moldova and Ukraine into EU Single Market through the Connecting Europe Facility for infrastructure funding; whereas this agreement will enable Moldovan and Ukrainian project promoters to apply for EU funding for projects of common interest in the transport, energy and digital realms, improving the country's connectivity with its EU neighbours and will promote growth, jobs and competitiveness;
- M. whereas Russia's war of aggression against Ukraine highlights the fact that the EU transport network cannot be viewed in isolation; whereas transport, and the EU-Ukraine Solidarity Lanes in particular have become the lifeline of Ukraine's economy, and they are currently the only option for Ukraine to export its non-agricultural goods to the rest of the world, and to import what it needs, such as fuel and humanitarian assistance;
- N. whereas tourism is an essential economic activity for the Union and contributes to the growth of many other sectors by more than 10% of the EU's GDP; whereas tourism accounts for more than 11% of the workforce and plays an important role in promoting employment and social well-being, especially in the EU regions dependent on tourism;
- O. whereas the Union's draft budget for 2024 shows that that the current Multiannual Financial Framework is unable to meet the needs of the Union, has not enough flexibility to face unexpected developments, it is not capable of properly financing all its subsequent priorities, especially the transport, travel and tourism sectors and does not compensate for high inflation levels and unfavourable financing conditions; whereas this opinion is intended to set out a number of priorities reflective of the limited margins of manoeuvre for financing from the Union's 2024 budget;
- 1. Calls on the Commission and Member States to ensure the required long-term funding of Union transport projects that provide mobility and interconnected, efficient and affordable transport for citizens and goods and to accelerate the green and digital transitions; strongly believes the Multiannual Financial Framework review must be ambitious enough to ensure that the Union's long-term transport policy goals and new priorities are not undermined by inadequate budgetary resources and inflation; and strongly regrets that this is not reflected in the Commission's communication on the MFF

review;

2. Recalls that cross-border infrastructure is the backbone of the Single Market, allowing goods, services, businesses and citizens to move freely across borders; reiterates the crucial role of the Connecting Europe Facility (CEF) for the timely completion of the trans-European network for support under the Solidarity Lanes as well as for achieving stronger connectivity with our strategic partners in non-EU countries; strongly regrets the decrease in the CEF-transport budget commitments for 2024 compared to 2023; regrets the reallocation of funds from CEF to areas such as the Chips Act and the Commission's executive communication budget; highlights that any new European policy needs to come with a new allocated budget and not to reshuffle funds within the current MFF; remarks that the oversubscription of CEF funding, and the exhaustion of allocated funding justifies a frontloading of funding for CEF to avoid shortfalls; urges, therefore, a substantial and rapid increase of the CEF envelope to meet all existing and new policy goals;
3. Criticises the lack of increase on the contribution from Connecting Europe Facility (Transport) for military mobility commitments, in light of the Russia's war of aggression against Ukraine; believes that the envelope needs to be further reinforced to strengthen the Union's security and enhance EU military mobility, especially in the border-crossing points with Ukraine and Moldova; asks the Commission and the Member States to further explore and present solutions to increase the military mobility budget line;
4. Welcomes the increase in the Cohesion Fund allocation to the CEF for transport in 2024 but remarks that inflationary pressures cancel out this small increase and thus calls for an additional increase;
5. Welcomes the increase in the Climate, Energy and Mobility cluster under Horizon Europe but believes further increases are warranted; regrets the decreased budget for Clean Aviation Joint Undertaking; recalls the importance of ensuring that industrial alliances and the joint undertakings match their level of responsibility and that they are sufficiently funded;
6. Stresses that the legislative tools adopted to develop and introduce sustainable fuels in the aviation and maritime sector are not matched by the appropriate financial support and regrets, in this respect, the decreased budget for Clean Aviation Joint Undertaking;
7. Recalls the modal shift to rail targets set within the Sustainable and Smart Mobility Strategy and stresses the importance of this being reflected in the budget; also highlights the need to prioritise investments in sustainable, interconnected, efficient, affordable and smart modes of transport and in the deployment of alternative fuel infrastructure throughout the Union;
8. Welcomes the increase in the budget contributions to the Union transport agencies - European Maritime Safety Agency (EMSA), European Union Agency for Railways (ERA) and European Union Aviation Safety Agency (EASA) - but reiterates that the funding for these agencies should match their level of responsibility, such new tasks as the support to the uptake of sustainable aviation and maritime fuels, and the EU's transport policy objectives; remarks that funding for ERA should be increased to more closely match that of EMSA and EASA, especially for the completion and implementation of the TEN-T network, particularly with regard to cross-border

interoperability, improving safety, increasing competitiveness and the deployment of the ERTMS;

9. Recalls that any new legislation applying to the transport sector, such as the European Green Deal and in particular the Sustainable and Smart Mobility Strategy, implies additional responsibilities for the Union transport agencies; reiterates that adequate financing of the those agencies is much more needed taking into account their work and contribution to the decarbonisation of the Union's transport industry;
10. Requests the European Union Aviation Safety Agency (EASA) to pursue its efforts outside the EU, namely with the opening of new representation offices in so far partially uncovered regions such as Africa and the Gulf Region; welcomes the Agency's additional efforts in the research and innovation field by joining the Horizon Europe and participating to the governance of Clean Aviation and SESAR joint undertakings; urges the Agency to develop an appropriate Clearing House for SAF and an EU Certification scheme for fuel standards to promote the production of future energy sources for next generation of aircraft and existing fleets compliant with the highest level of environmental protection;
11. Regrets that yet again there is no proposal on tourism, in spite of the long-lasting and regular calls by the European Parliament; reiterates moreover its call for the creation of a European agency for tourism.

## INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

<b>Date adopted</b>	19.9.2023
<b>Result of final vote</b>	+: 36 -: 2 0: 3
<b>Members present for the final vote</b>	José Ramón Bauzá Díaz, Erik Bergkvist, Izaskun Bilbao Barandica, Paolo Borchia, Karolin Braunsberger-Reinhold, Jakop G. Dalunde, Karima Delli, Anna Deparnay-Grunenberg, Gheorghe Falcă, Carlo Fidanza, Isabel García Muñoz, Elsi Katainen, Kateřina Konečná, Peter Lundgren, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Jan-Christoph Oetjen, Rovana Plumb, Bergur Løkke Rasmussen, Dominique Riquet, Thomas Rudner, Massimiliano Salini, Achille Variati, Petar Vitanov, Lucia Vuolo, Roberts Zīle, Kosma Złotowski
<b>Substitutes present for the final vote</b>	Pär Holmgren, Ljudmila Novak, Jutta Paulus, Andreas Schieder, Annalisa Tardino
<b>Substitutes under Rule 209(7) present for the final vote</b>	Matteo Adinolfi, Pietro Fiocchi, Niclas Herbst, Ondřej Kovařík, Francisco José Millán Mon, Dennis Radtke, Christian Sagartz, Petri Sarvamaa, Eugen Tomac

## FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

36	+
ECR	Carlo Fidanza, Pietro Fiocchi, Roberts Zīle, Kosma Złotowski
PPE	Karolin Braunsberger-Reinhold, Gheorghe Falcă, Niclas Herbst, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Francisco José Millán Mon, Ljudmila Novak, Dennis Radtke, Christian Sagartz, Massimiliano Salini, Petri Sarvamaa, Eugen Tomac, Lucia Vuolo
Renew	José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Elsi Katainen, Ondřej Kovařík, Jan-Christoph Oetjen, Bergur Løkke Rasmussen, Dominique Riquet
S&D	Erik Bergkvist, Isabel García Muñoz, Rovana Plumb, Thomas Rudner, Andreas Schieder, Achille Variati, Petar Vitanov
Verts/ALE	Jakop G. Dalunde, Karima Delli, Anna Deparnay-Grunenberg, Pär Holmgren, Jutta Paulus

2	-
ECR	Peter Lundgren
The Left	Kateřina Konečná

3	0
ID	Matteo Adinolfi, Paolo Borchia, Annalisa Tardino

Key to symbols:

+ : in favour

- : against

0 : abstention