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| European Parliament2019-2024 |  |

<Commission>{TRAN}Committee on Transport and Tourism</Commission>

<RefProc>2019/2213</RefProc><RefTypeProc>(BUD)</RefTypeProc>

<Date>{27/02/2020}27.2.2020</Date>

<TypeAM>AMENDMENTS</TypeAM>

<RangeAM>1 - 98</RangeAM>

<TitreType>Draft opinion</TitreType>

<Rapporteur>Marian-Jean Marinescu</Rapporteur>

<DocRefPE>(PE646.962v01-00)</DocRefPE>

<Titre>Guidelines for the 2021 Budget - Section III</Titre>

<DocRef>(2019/2213(BUD))</DocRef>

AM\_Com\_NonLegOpinion

<RepeatBlock-Amend><Amend>Amendment <NumAm>1</NumAm>

<RepeatBlock-By><Members>Julie Lechanteux, Philippe Olivier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

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|  |
| Draft opinion | Amendment |
| 1. Calls for an ambitious budget for the EU transport sector, which takes into account emerging challenges and the current political priorities in terms of EU transport policy; | 1. Calls for an ambitious budget for the EU transport sector, which takes into account emerging challenges and the current political priorities in terms of EU transport policy; ***considers that this ambitious budget must also address the European tourism sector in line with its current and future needs in terms of infrastructure, security and energy transition, so as to make it sustainable;*** |

Or. <Original>{FR}fr</Original>

</Amend>

<Amend>Amendment <NumAm>2</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

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|  |
| Draft opinion | Amendment |
| 1. Calls for ***an ambitious*** budget for the EU transport sector***,*** which takes into account emerging challenges and the current ***political*** priorities in terms of EU transport policy; | 1. Calls for ***a realistic*** budget for the Union transport sector which takes into account the emerging challenges and the current priorities in terms of EU transport policy***, namely ensuring ease of movement for people and goods across Europe and meeting social, business and region-specific needs***; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>3</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

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|  |
| Draft opinion | Amendment |
| 1. Calls for an ambitious budget for the EU transport sector, which takes into account emerging challenges and the current political priorities in terms of EU transport policy; | 1. Calls for an ambitious budget for the EU transport sector, which takes into account emerging challenges, ***new opportunities*** and the current political priorities in terms of EU transport policy; |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>4</NumAm>

<RepeatBlock-By><Members>Leila Chaibi, Clare Daly, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 1</Article>

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| Draft opinion | Amendment |
| 1. Calls for an ambitious budget for the EU transport sector, which takes into account ***emerging challenges and the current political priorities in terms of EU*** transport ***policy***; | 1. Calls for an ambitious budget for the EU transport sector, which takes into account ***the need to deeply and quickly switch to a very low carbon*** transport ***model***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>5</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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|  |
| Draft opinion | Amendment |
| 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; | 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability***, and in promoting and enhancing territorial and socioeconomic cohesion in the EU and ensuring the territorial accessibility and connectivity of all regions of the EU***; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in ***rural areas and*** the more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>6</NumAm>

<RepeatBlock-By><Members>Leila Chaibi, Clare Daly, Anne-Sophie Pelletier, Kateřina Konečná, Elena Kountoura</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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|  |
| Draft opinion | Amendment |
| 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure ***growth, jobs and competitiveness in Europe***, including in the more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; | 2. ***Stresses that transport is the main economic sector where greenhouse gas emissions are still growing;*** stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to ***develop sustainable transport modes,*** secure ***jobs in the transport sectors affected by the ecological transition***, including in the more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>7</NumAm>

<RepeatBlock-By><Members>Mario Furore, Rosa D'Amato</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs ***and competitiveness in Europe, including*** in the more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; | 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure ***sustainable*** growth, jobs***, security and a focus on climate change and land conservation*** in Europe, ***especially*** in the more remote ***and disadvantaged*** geographical areas; requests additional investments in research and innovation, ***in meeting environmental challenges*** and in social and territorial cohesion; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>8</NumAm>

<RepeatBlock-By><Members>Tomasz Piotr Poręba</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive ***adequate and sufficient funding*** in order to secure growth, jobs and competitiveness in Europe***, including in*** ***the*** ***more remote geographical areas***; ***requests*** additional investments in research and innovation, and in social and territorial cohesion; | 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability***, and particularly for equal development opportunities for regions lagging behind and their territorial cohesion***; strongly requests, therefore, that EU transport policy receive ***funding corresponding at least to the current level*** in order to secure growth, jobs and competitiveness in Europe; ***stresses*** ***the*** ***importance of*** investments in research and innovation, and in social and territorial cohesion; |

Or. <Original>{PL}pl</Original>

</Amend>

<Amend>Amendment <NumAm>9</NumAm>

<RepeatBlock-By><Members>João Ferreira, Clare Daly</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; | 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the more remote geographical areas***, particularly in*** ***the outermost regions, by creating a POSEI for transport***; requests additional investments in research and innovation, and in social and territorial cohesion; |

Or. <Original>{PT}pt</Original>

</Amend>

<Amend>Amendment <NumAm>10</NumAm>

<RepeatBlock-By><Members>Maria Grapini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; | 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion ***to increase and consolidate cross-border and interregional connectivity***; |

Or. <Original>{RO}ro</Original>

</Amend>

<Amend>Amendment <NumAm>11</NumAm>

<RepeatBlock-By><Members>Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; | 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the more remote ***and infrastructurally underdeveloped*** geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>12</NumAm>

<RepeatBlock-By><Members>Cláudia Monteiro de Aguiar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; | 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the more remote geographical areas ***and in the outermost regions***; requests additional investments in research and innovation, and in social and territorial cohesion; |

Or. <Original>{PT}pt</Original>

</Amend>

<Amend>Amendment <NumAm>13</NumAm>

<RepeatBlock-By><Members>Josianne Cutajar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; | 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy receive adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the ***insular and***more remote geographical areas; requests additional investments in research and innovation, and in social and territorial cohesion; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>14</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 2</Article>

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| Draft opinion | Amendment |
| 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy ***receive adequate and sufficient funding*** in order to secure growth, jobs and competitiveness in Europe, including in the more ***remote*** geographical areas; requests ***additional*** investments in research and innovation, and in social and territorial cohesion; | 2. Stresses that EU transport policy is essential for Europe’s economic, social and environmental development and its sustainability; strongly requests, therefore, that EU transport policy ***make proper use of available funding*** in order to secure growth, jobs and competitiveness in Europe, including in the more ***peripheral*** geographical areas; requests investments in research and innovation, and in social and territorial cohesion; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>15</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Underlines that the 2021 budget should reflect the priorities set out by Parliament in its resolution of 14 November 2018 on the multiannual financial framework (MFF) and that it should provide the necessary financing ***for both*** projects started under the current MFF and for new projects based on the 2021-2027 MFF; | 3. Underlines that the 2021 budget should reflect the priorities set out by Parliament in its resolution of 14 November 2018 on the multiannual financial framework (MFF) and that it should provide the necessary financing ***both for*** projects started under the current MFF and for new projects based on the 2021-2027 MFF; ***reiterates, therefore, the importance of providing for a contingency plan to protect beneficiaries and ensure the projects’ continuity in the event that the current MFF needs to be extended beyond 2020;*** |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>16</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Underlines that the 2021 budget should ***reflect the priorities set out by Parliament in its resolution of 14 November 2018 on the multiannual financial framework (MFF) and that it should*** provide the necessary financing for both projects started under the current MFF and for new projects based on the 2021-2027 MFF; | 3. Underlines that the 2021 budget should provide the necessary financing for both projects started under the current MFF and for new projects based on the 2021-2027 MFF; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>17</NumAm>

<RepeatBlock-By><Members>Tomasz Piotr Poręba</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 3</Article>

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| Draft opinion | Amendment |
| 3. Underlines that the 2021 budget should reflect the priorities set out by Parliament in its resolution of 14 November 2018 on the multiannual financial framework (MFF) and that it ***should*** provide the necessary financing for both projects started under the current MFF and for new projects based on the 2021-2027 MFF; | 3. Underlines that the 2021 budget should reflect the priorities set out by Parliament in its resolution of 14 November 2018 on the multiannual financial framework (MFF) and that it ***must*** provide the necessary financing for both projects started under the current MFF and for new projects based on the 2021-2027 MFF; |

Or. <Original>{PL}pl</Original>

</Amend>

<Amend>Amendment <NumAm>18</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4</Article>

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| Draft opinion | Amendment |
| ***4.*** ***Believes EU transport financing should be aligned to the Green Deal’s regulatory requirements and that full alignment with the Paris Agreement should be guaranteed;*** | ***deleted*** |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>19</NumAm>

<RepeatBlock-By><Members>José Ramón Bauzá Díaz</Members>

<Members>Elsi Katainen, Jan-Christoph Oetjen, Petras Auštrevičius, Caroline Nagtegaal</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4</Article>

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| Draft opinion | Amendment |
| 4. Believes EU transport financing should be aligned to the Green Deal’s regulatory requirements and that full alignment with the Paris Agreement should be guaranteed; | 4. Believes EU transport financing should be aligned to the Green Deal’s regulatory requirements and that full alignment with the Paris Agreement should be guaranteed; ***and stresses thus that a high level of funding, result oriented and efficient use of funds in the Horizon 2020 transport portfolio, programmes and joint undertakings delivering these objectives are of utmost importance; and highlights the importance of projects and programmes in the fields of decarbonisation and digitalisation;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>20</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4</Article>

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|  |
| Draft opinion | Amendment |
| 4. Believes EU transport financing should be aligned to the Green Deal’s regulatory requirements and that full alignment with the Paris Agreement should be guaranteed; | 4. Believes EU transport financing should be aligned to the Green Deal’s regulatory requirements and that full alignment with the Paris Agreement should be guaranteed; ***stresses that the Green Deal needs to go hand in hand with a just, inclusive and non-discriminatory transition for the workforce, businesses and SMEs in the sector;*** |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>21</NumAm>

<RepeatBlock-By><Members>Tomasz Piotr Poręba, Kosma Złotowski</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4</Article>

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| Draft opinion | Amendment |
| 4. Believes EU transport financing should be aligned ***to the*** ***Green Deal’s regulatory requirements*** ***and that*** ***full alignment with the Paris Agreement*** should be ***guaranteed***; | 4. Believes ***that* *Green Deal regulations will particularly affect*** ***the*** ***road transport sector*** ***and that*** EU transport financing should ***therefore*** be aligned ***accordingly***; |

Or. <Original>{PL}pl</Original>

</Amend>

<Amend>Amendment <NumAm>22</NumAm>

<RepeatBlock-By><Members>Mario Furore, Rosa D'Amato</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4</Article>

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| Draft opinion | Amendment |
| 4. Believes EU transport financing ***should*** be aligned to the Green Deal’s regulatory requirements and that full alignment with the Paris Agreement should be guaranteed; | 4. Believes EU transport financing ***must*** be aligned to the Green Deal’s regulatory requirements and that full alignment with the Paris Agreement should be guaranteed; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>23</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***4a.*** ***Considers that the new association agreement between the European Union and the United Kingdom of Great Britain and Northern Ireland should guarantee continued connectivity between the United Kingdom and the EU while at the same time maintaining a stable playing field in highly competitive sectors, and should also include provisions on access and investment in order, inter alia, to ensure open and fair competition; stresses that the new association with the United Kingdom of Great Britain and Northern Ireland should guarantee continued funding for jointly agreed infrastructure projects, both for projects already underway and for possible new projects, particularly in regard to the Trans-European Transport Network (TEN-T) and the Connecting Europe Facility; requests that the 2021 budget provide for all the foregoing;*** |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>24</NumAm>

<RepeatBlock-By><Members>João Ferreira, Clare Daly, Kateřina Konečná, Elena Kountoura</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Subheading 1</Article>

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| Draft opinion | Amendment |
| The importance of transport in achieving the goals of the Green Deal | The importance of transport***, in particular of public transport,*** in achieving the goals of the Green Deal***;*** |

Or. <Original>{PT}pt</Original>

</Amend>

<Amend>Amendment <NumAm>25</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Subheading 1</Article>

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| Draft opinion | Amendment |
| The importance of transport in achieving the goals of ***the Green Deal*** | The importance of transport in achieving the goals of ***sustainable mobility*** |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>26</NumAm>

<RepeatBlock-By><Members>Daniel Freund</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Subheading 1 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***Reiterates its call on the Commission to ensure that the next MFF fully complies with the objective to keep global warming to under 1,5 °C and to halt and reverse biodiversity loss, and stresses the urgent need for another quantum leap in political and financial efforts in order to achieve those objectives; recalls that the future EU budget should contribute to climate and biodiversity mainstreaming beyond levels of targeted spending shares through the integration of the climate and environmental objectives in the decision-making of all policies and programmes and throughout the entire policy cycle and while pursuing the objective of a just transition;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>27</NumAm>

<RepeatBlock-By><Members>João Ferreira, Clare Daly, Kateřina Konečná, Elena Kountoura</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 4 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***4a.*** ***Regrets that not a single reference is made, in the entire European Green Deal, to the promotion and improvement of public transport systems, with a view to changing mobility profiles; stresses that public transport is central to the promotion of socially, environmentally, climatically and economically sustainable societies;*** |

Or. <Original>{PT}pt</Original>

</Amend>

<Amend>Amendment <NumAm>28</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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| Draft opinion | Amendment |
| 5. Reiterates that transport ***must contribute to achieving*** climate neutrality ***by 2050***; | 5. Reiterates that transport ***can make a valuable contribution to so-called*** climate neutrality ***but only over suitable transition periods that are conducive to growth and employment and do not harm the overall competitiveness of European industry on the world market***; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>29</NumAm>

<RepeatBlock-By><Members>Tomasz Piotr Poręba</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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|  |
| Draft opinion | Amendment |
| 5. ***Reiterates that transport must contribute*** ***to*** achieving climate neutrality by 2050; | 5. ***Stresses*** ***that*** achieving climate neutrality by 2050 ***and the low-carbon transition will require huge financial investments and could consequently contribute to*** ***reducing the competitiveness of the entire sector***; |

Or. <Original>{PL}pl</Original>

</Amend>

<Amend>Amendment <NumAm>30</NumAm>

<RepeatBlock-By><Members>Daniel Freund</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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| Draft opinion | Amendment |
| 5. Reiterates that transport must contribute to achieving climate neutrality by 2050; | 5. ***Points out that in 2017, 27 % of total EU-28 greenhouse gas emissions came from the transport sector and that CO2 emissions from transport increased by 2.2 % compared with 2016.***1a Reiterates that transport must contribute to achieving climate neutrality by 2050; |
|  | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | 1a ***https://www.eea.europa.eu/data-and-maps/indicators/transport-emissions-of-greenhouse-gases/transport-emissions-of-greenhouse-gases-12*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>31</NumAm>

<RepeatBlock-By><Members>Leila Chaibi, Clare Daly, Anne-Sophie Pelletier, Elena Kountoura</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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| Draft opinion | Amendment |
| 5. Reiterates that transport must contribute to achieving climate neutrality by 2050; | 5. Reiterates that transport must contribute to achieving ***55% greenhouse gas emissions reduction by 2030 and*** climate neutrality by 2050; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>32</NumAm>

<RepeatBlock-By><Members>Mario Furore, Rosa D'Amato</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5</Article>

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|  |
| Draft opinion | Amendment |
| 5. Reiterates that transport must contribute to achieving climate neutrality ***by***2050; | 5. Reiterates that transport must contribute to achieving climate neutrality ***as quickly as possible and in all events no later than*** 2050; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>33</NumAm>

<RepeatBlock-By><Members>Daniel Freund</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***5a.*** ***Reiterates its call on the Commission for a more transparent, stringent and comprehensive methodology, including reformed performance indicators for defining ex ante estimates and ex post tracking and accounting climate and biodiversity-relevant expenditures as well as tools to monitor the mid and long term impact of measures, the prevention of financial support for harmful measures and the monitoring of the mid to long-term impact of climate mainstreaming for; expects the Commission to put forward a comprehensive and detailed proposal by July 2020 in form of a Framework Regulation and demands for the Parliament to be closely involved in the conception of such a methodology;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>34</NumAm>

<RepeatBlock-By><Members>Daniel Freund</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***5b.*** ***Reiterates Council’s call that for the Commission to report annually on climate expenditure, rather than on estimates, calls as a minimum for the aggregation of project level Rio marker share aggregation in this ex-post reporting; furthermore calls for the Commission to put forward a correction mechanism, in case the share of climate spending falls below the foreseen target;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>35</NumAm>

<RepeatBlock-By><Members>Daniel Freund</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 5 c (new)</Article>

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| Draft opinion | Amendment |
|  | ***5c.*** ***Recalls that, Article 2-1(c) of the Paris Agreement compels Parties to “make financial flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development”; Calls for the following article to be inserted into the MFF-OR regulation to enshrine in law the do-no harm principle, in line with the political declarations of all three institutions:*** |
|  | ***Article X (new) •Projects financed by the EU budget shall be screened to determine if they have an environmental, climate or social impact and if so, shall be subject to climate, environmental, including biodiversity, and social sustainability proofing with a view to minimise detrimental impacts and maximise benefits on climate, environment and social dimension. For that purpose, entities requesting financing shall provide adequate information based on mandatory guidelines to be developed by the Commission. The Commission shall be empowered to adopt those guidelines in the form of a delegated act, taking fully into account the criteria established by the [Regulation on the establishment of a framework to facilitate sustainable investment] for determining whether an economic activity is environmentally sustainable, and in line with EU climate objectives. Projects that are inconsistent with the achievement of the objectives of the Paris Agreement shall not be eligible for support under the EU Budget;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>36</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6</Article>

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| Draft opinion | Amendment |
| 6. Underlines, therefore, that appropriate funding for transport projects will be instrumental in accelerating the shift to sustainable ***and*** smart mobility and in implementing the Green Deal’s legislative priorities through measures based on new technologies, boosting multimodal transport, the development of automated and connected multimodal mobility and an increase in the production and deployment of sustainable alternative fuels; | 6. Underlines, therefore, that appropriate funding for transport projects will be instrumental in accelerating the shift to sustainable***, safe,*** smart***, interoperable, integrationist and accessible*** mobility and in implementing the Green Deal’s legislative priorities through ***tangible*** measures based on new technologies, boosting multimodal transport, the development of automated and connected multimodal mobility***, the use of public transport,*** and an increase in the production and deployment of sustainable alternative fuels ***and of recharging points for the latter***; |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>37</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6</Article>

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| Draft opinion | Amendment |
| 6. Underlines, therefore, that ***appropriate*** funding for transport projects will be instrumental in accelerating the shift to sustainable and smart mobility and in ***implementing the Green Deal’s legislative priorities through measures based on new technologies, boosting*** multimodal transport***,*** the development of automated and connected multimodal mobility and an increase in the production and deployment of sustainable alternative fuels; | 6. Underlines, therefore, that funding for transport projects will be instrumental in accelerating the shift to sustainable and smart mobility and in ***ensuring proper links with all areas, bearing in mind the needs expressed by local communities***; ***hopes that research and development projects can help boost*** multimodal transport ***and*** the development of automated and connected multimodal mobility and ***spur*** an increase in the production and deployment of sustainable alternative fuels |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>38</NumAm>

<RepeatBlock-By><Members>Leila Chaibi, Clare Daly, Anne-Sophie Pelletier, Kateřina Konečná</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6</Article>

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| Draft opinion | Amendment |
| 6. Underlines, therefore, that appropriate funding for transport projects will be instrumental in accelerating the shift to sustainable and smart mobility and in implementing the Green Deal’s legislative priorities through measures ***based on new technologies,*** boosting multimodal transport, the development of automated and connected multimodal mobility ***and an increase in the production and deployment of sustainable alternative fuels***; | 6. Underlines, therefore, that appropriate funding for transport projects will be instrumental in accelerating the shift to sustainable and smart mobility and in implementing the Green Deal’s legislative priorities through measures boosting multimodal transport, the development of automated and connected multimodal mobility***; stresses that financial and fiscal supports shall not be given to so-called biofuels that have not fully proven their sustainability and compete with food agriculture***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>39</NumAm>

<RepeatBlock-By><Members>Tomasz Piotr Poręba, Kosma Złotowski</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6</Article>

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| Draft opinion | Amendment |
| 6. Underlines, therefore, that appropriate funding for transport projects will be instrumental in accelerating the shift to sustainable and smart mobility ***and in implementing the Green Deal’s legislative priorities*** through measures based on new technologies, boosting multimodal transport, the development of automated and connected multimodal mobility and an increase in the production and deployment of sustainable alternative fuels; | 6. Underlines, therefore, that appropriate funding for transport projects will be instrumental in accelerating the shift to sustainable and smart mobility through measures based on new technologies, boosting multimodal transport, the development of automated and connected multimodal mobility and an increase in the production and deployment of sustainable alternative fuels; |

Or. <Original>{PL}pl</Original>

</Amend>

<Amend>Amendment <NumAm>40</NumAm>

<RepeatBlock-By><Members>João Ferreira, Clare Daly, Kateřina Konečná, Elena Kountoura</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***6a.*** ***Argues that the existence of environmentally, climatically, economically and socially sustainable societies is possible only with the existence of mobility and transport policies that favour the consolidation and utilisation of public transport systems; calls in this regard for increased support for transport infrastructure and the promotion of public transport and sustainable mobility; urges also that funding for local and regional transport infrastructures not be neglected but actively encouraged; calls for account to be taken of the urgent need to support such transport infrastructures in outlying countries;*** |

Or. <Original>{PT}pt</Original>

</Amend>

<Amend>Amendment <NumAm>41</NumAm>

<RepeatBlock-By><Members>Daniel Freund</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***6a.*** ***Calls for all infrastructure investments with an expected lifespan of more than 5 years to be in linked with the National Climate and Energy Plans, and in their planning prioritize of energy efficiency measures (Energy Efficiency First Principle) and the consideration of specific decarbonisation pathways compatible with the objective of limiting global warming to under 1.5°C as well as resilience to adverse climate change impacts. Calls for the integration of all 3 scopes of GHG emissions in the mandatory cost-benefit analysis over the lifecycle of the project against the most likely baseline and the explicit consideration to avoid stranded assets;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>42</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***6a.*** ***Highlights the importance of the Green Deal being accompanied by a just and inclusive transition to ensure the transport sector’s workforce can adjust, and to support the regions and communities most affected; considers it important to have proper funding for this adjustment process, potentially entailing training and equipping the sector’s workforce with new expertise for new job prospects, requirements and skills;*** |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>43</NumAm>

<RepeatBlock-By><Members>Josianne Cutajar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***6a.*** ***Stresses that EU funding is essential to ensure that no one is left behind as the Green New Deal is implemented. Investments meant to reskill labour in line with the needs of a decarbonized transport job market will be paramount;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>44</NumAm>

<RepeatBlock-By><Members>Leila Chaibi, Clare Daly, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***6a.*** ***Strongly requests to stop financing environmental and climate harmful mega projects with EU funds, such as airport extensions, highways and some high-speed train lines;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>45</NumAm>

<RepeatBlock-By><Members>João Ferreira, Clare Daly, Kateřina Konečná, Elena Kountoura</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***6b.*** ***Stresses that urban mobility arrangements must play their part in reducing the length of commutes (between work and home), ensuring interoperability, making public transport more attractive to populations and reducing the prevalence of private transport, thereby furthering environmental and climatic sustainability and the development of society; considers that, given the diversity of public transport modes in EU metropolitan areas (some of them with dispersed transport systems and disorganised ticketing, which makes them more expensive to use), the 2021 budget should seek to focus on the problems arising from complex public transport ticketing and support the introduction of an action plan to implement a single multi-modal ticketing system;*** |

Or. <Original>{PT}pt</Original>

</Amend>

<Amend>Amendment <NumAm>46</NumAm>

<RepeatBlock-By><Members>Josianne Cutajar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***6b.*** ***Highlights the need for the EU budget to develop smart mobility and promote the use of public transportation and ensure its sustainability in all its forms across Europe, with an aim to reduce the environmental impact of widespread use of private vehicles, increase accessibility, and fight social exclusion and the negative trend of depopulation in isolated low-density areas;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>47</NumAm>

<RepeatBlock-By><Members>Daniel Freund, Karima Delli</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***6b.*** ***Any transport project such as the Lyon-Turin high-speed railway line should guarantee a high level of transparency, providing access to the relevant documents especially in case projects affect the environment and the health of people, and the assessment procedure of projects should take into account social and cohesion criteria, and in particular the acceptance by local communities;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>48</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***6b.*** ***Highlights the fact that to achieve the goals of the Green Deal it is important that European businesses and SMEs in the transport sector are supported as they tackle the transition to climate neutrality; considers that initiatives need to be promoted in order to facilitate this transformation by incentivising, inter alia, sustainable investment;*** |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>49</NumAm>

<RepeatBlock-By><Members>João Ferreira, Clare Daly, Kateřina Konečná, Elena Kountoura</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6 c (new)</Article>

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| Draft opinion | Amendment |
|  | ***6c.*** ***Highlights the experience of a number of EU cities with free public transport systems, resulting in a larger number of users, accompanied by a substantial decrease in automobile traffic; recommends that studies be carried out to assess the effects of these arrangements regarding factors such as variations in passenger numbers, travel times, the number of traffic accidents and casualties or impact on climate change; stresses that these studies should lead to formulation of action plans facilitating the replication of free public transport systems in different urban areas;*** |

Or. <Original>{PT}pt</Original>

</Amend>

<Amend>Amendment <NumAm>50</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 6 c (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***6c.*** ***Stresses that the Connecting Europe Facility (CEF) funding programme plays a crucial role in achieving the goals of the Green Deal and smart, sustainable mobility in the EU; reiterates that the Connecting Europe Facility promotes modern sustainable transport and infrastructure projects, actions that promote innovation and technology such as telematics applications systems, and the deployment of alternative fuels, multimodality, rail freight, interoperability, safety and accessibility;*** |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>51</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 7 – introductory part</Article>

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| Draft opinion | Amendment |
| 7. Underlines the importance ***of increasing the budget*** of flagship programmes of particular relevance to achieving EU goals: | 7. Underlines the importance of flagship programmes of particular relevance to achieving EU goals: |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>52</NumAm>

<RepeatBlock-By><Members>José Ramón Bauzá Díaz</Members>

<Members>Elsi Katainen, Jan-Christoph Oetjen, Petras Auštrevičius, Caroline Nagtegaal</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 7 – indent 1</Article>

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|  |
| Draft opinion | Amendment |
| – Emphasises the crucial role of the Connecting Europe Facility (CEF) in fostering the development of a high-performance trans-European network (TEN-T) that is sustainable and interconnected across the areas of transport, energy and digital services infrastructure; reiterates that the swift completion of the TEN-T will make a significant contribution to socio-economic and territorial cohesion in the EU and to the promotion of the EU’s decarbonisation objectives; requests, therefore, that the CEF-Transport budget be increased for the MFF 2021-2027 and that its allocation for 2021 be decided accordingly; | – Emphasises the crucial role of the Connecting Europe Facility (CEF) in fostering the development of a high-performance trans-European network (TEN-T) that is sustainable and interconnected across the areas of transport, energy and digital services infrastructure; reiterates that the swift completion of the TEN-T will make a significant contribution to socio-economic and territorial cohesion in the EU and to the promotion of the EU’s decarbonisation objectives; requests, therefore, that the CEF-Transport budget be increased for the MFF 2021-2027 and that its allocation for 2021 be decided accordingly; ***recalls that the CEF’s short-, mid- and long- term planning of spending should take into consideration a result-oriented approach and seek for and EU added value;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>53</NumAm>

<RepeatBlock-By><Members>Elżbieta Katarzyna Łukacijewska</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 7 – indent 1</Article>

|  |
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|  |
| Draft opinion | Amendment |
| – Emphasises the crucial role of the Connecting Europe Facility (CEF) in fostering the development of a high-performance trans-European network (TEN-T) that is sustainable and interconnected across the areas of transport, energy and digital services infrastructure; reiterates that the swift completion of the TEN-T will make a significant contribution to socio-economic and territorial cohesion in the EU and to the promotion of the EU’s decarbonisation objectives; requests, therefore, that the CEF-Transport budget be increased for the MFF 2021-2027 and that its allocation for 2021 be decided accordingly; | – Emphasises the crucial role of the Connecting Europe Facility (CEF) in fostering the development of a high-performance trans-European network (TEN-T) that is sustainable and interconnected across the areas of transport, energy and digital services infrastructure; reiterates that the swift completion of the TEN-T will make a significant contribution to socio-economic and territorial cohesion in the EU and to the promotion of the EU’s decarbonisation objectives; requests, therefore, that the CEF-Transport budget be increased for the MFF 2021-2027 and that its allocation for 2021 be decided accordingly ***with paying full respect to differences between infrastructural development among Member States***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>54</NumAm>

<RepeatBlock-By><Members>Mario Furore, Rosa D'Amato</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 7 – indent 1</Article>

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|  |
| Draft opinion | Amendment |
| – Emphasises the crucial role of the Connecting Europe Facility (CEF) in fostering the development of a high-performance trans-European network (TEN-T) that is sustainable and interconnected across the areas of transport, energy and digital services infrastructure; reiterates that the swift completion of the TEN-T will make a significant contribution to socio-economic and territorial cohesion in the EU and to the promotion of the EU’s decarbonisation objectives; requests, therefore, that the CEF-Transport budget be increased for the MFF 2021-2027 and that its allocation for 2021 be decided accordingly; | – Emphasises the crucial role of the Connecting Europe Facility (CEF) in fostering the development of a high-performance trans-European network (TEN-T) that is sustainable and interconnected across the areas of transport, energy and digital services infrastructure; reiterates that the swift completion of the TEN-T will make a significant contribution to socio-economic and territorial cohesion in the EU and to the promotion of the EU’s decarbonisation objectives; requests, therefore, that the CEF-Transport budget be increased for the MFF 2021-2027 and that its allocation for 2021 be decided accordingly***, and that all funding for fossil-fuel distribution networks be discontinued***; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>55</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 7 – indent 1</Article>

|  |
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|  |
| Draft opinion | Amendment |
| – Emphasises the crucial role of the Connecting Europe Facility (CEF) in fostering the development of a high-performance trans-European network (TEN-T) that is sustainable and interconnected across the areas of transport, energy and digital services infrastructure; reiterates that the swift completion of the TEN-T will make a significant contribution to socio-economic and territorial cohesion in the EU ***and to the promotion of the EU’s decarbonisation objectives***; requests, therefore, that the CEF-Transport budget be increased for the MFF 2021-2027 and that its allocation for 2021 be decided accordingly; | – Emphasises the crucial role of the Connecting Europe Facility (CEF) in fostering the development of a high-performance trans-European network (TEN-T) that is sustainable and interconnected across the areas of transport, energy and digital services infrastructure; reiterates that the swift completion of the TEN-T will make a significant contribution to socio-economic and territorial cohesion in the EU; requests, therefore, that the CEF-Transport budget be increased for the MFF 2021-2027 and that its allocation for 2021 be decided accordingly; ***deplores the delays in the completion of works in several Member States, especially as regards cross-border projects;*** |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>56</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 7 – indent 1 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***–*** ***Underlines that interoperability and safety of railway infrastructures represent key objectives to achieve seamless connectivity along the European railway infrastructures and to attain a European Railway Area by 2030, in line with the objectives of the Green Deal. The deployment of ERTMS will therefore require appropriate funding during the upcoming Multiannual Financial Framework, and its deployment plan should be geared up to benefit from any European source of EU direct funding, like CEF, and from all the EU investment programmes, like InvestEU, and operations from the EIB;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>57</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 7 – indent 1 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***–*** ***Stresses that cutting red tape and expediting administrative procedures would enable works to be completed on time;*** |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>58</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 7 – indent 2</Article>

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| Draft opinion | Amendment |
| – Requests ***an increase in*** the budget of Horizon 2020 ***to EUR 120 billion (2018 prices) and its*** ‘Smart Cities and Integrated Transport’ component ***accordingly, starting from 2021***; | – Requests ***that*** the budget of Horizon 2020 ***support, as one of its financing lines, the*** ‘Smart Cities and Integrated Transport’ component; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>59</NumAm>

<RepeatBlock-By><Members>Mario Furore, Rosa D'Amato</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 7 – indent 2 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***–*** ***Points to the importance of funding projects with clear and proven added value that is not just economic, but also environmental and social; reiterates, furthermore, the importance of renewing and securing already-existing infrastructure where this ensures greater environmental protection;*** |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>60</NumAm>

<RepeatBlock-By><Members>Josianne Cutajar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 7 – indent 2 a (new)</Article>

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|  |
| Draft opinion | Amendment |
|  | ***–*** ***Stresses the need to address issues of insularity, under flagship programs such as Horizon Europe, by improving the connectivity and accessibility of disadvantage regions by funding new projects specifically intended for this purpose;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>61</NumAm>

<RepeatBlock-By><Members>João Ferreira, Clare Daly, Kateřina Konečná</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 7 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***7a.*** ***Calls for a reorientation of EU funds for public investment in transport infrastructure; rejects, in this regard, the use of the EU budget for public-private partnerships and the promotion of privatisation and deregulation of the sector - as in the case regarding these funds;*** |

Or. <Original>{PT}pt</Original>

</Amend>

<Amend>Amendment <NumAm>62</NumAm>

<RepeatBlock-By><Members>João Ferreira, Clare Daly, Elena Kountoura</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 8</Article>

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|  |
| Draft opinion | Amendment |
| 8. Recalls that cohesion policy funding for transport infrastructure should aim at pursuing the Treaty-based objective of economic, social and territorial cohesion; highlights the crucial role that EU transport policy and investment plays in promoting and enhancing territorial, social and economic cohesion in the EU; requests, therefore, that the funding of TEN-T be maintained as part of cohesion policy; | 8. Recalls that cohesion policy funding for transport infrastructure should aim at pursuing the Treaty-based objective of economic, social and territorial cohesion; highlights the crucial role that EU transport policy and investment plays in promoting and enhancing territorial, social and economic cohesion in the EU; requests, therefore, that the funding of TEN-T be maintained as part of cohesion policy***,*** ***strengthening the support component for the development and modernisation of secondary, regional and local links, and not just links between major EU economic centres;*** |

Or. <Original>{PT}pt</Original>

</Amend>

<Amend>Amendment <NumAm>63</NumAm>

<RepeatBlock-By><Members>Leila Chaibi, Clare Daly, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 8</Article>

|  |
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|  |
| Draft opinion | Amendment |
| 8. Recalls that cohesion policy funding for transport infrastructure should aim at pursuing the Treaty-based objective of economic, social and territorial cohesion; highlights the crucial role that EU transport policy and investment plays in promoting and enhancing territorial, social and economic cohesion in the EU; ***requests, therefore, that the funding of TEN-T be maintained as part of cohesion policy;*** | 8. Recalls that cohesion policy funding for transport infrastructure should aim at pursuing the Treaty-based objective of economic, social and territorial cohesion; highlights the crucial role that EU transport policy and investment plays in promoting and enhancing territorial, social and economic cohesion in the EU; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>64</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 8</Article>

|  |
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|  |
| Draft opinion | Amendment |
| 8. Recalls that cohesion policy funding for transport infrastructure should aim at pursuing the Treaty-based objective of economic, social and territorial cohesion; highlights the crucial role that EU transport policy and investment plays in promoting and enhancing territorial, social and economic cohesion in the EU; requests, therefore, that the funding of TEN-T be maintained as part of cohesion policy; | 8. Recalls that cohesion policy funding for transport infrastructure should aim at pursuing the Treaty-based objective of ***EU*** economic, social and territorial cohesion; highlights the crucial role that EU transport policy and investment plays in promoting and enhancing territorial, social and economic cohesion in the EU; requests, therefore, that the funding of TEN-T be maintained as part of cohesion policy; |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>65</NumAm>

<RepeatBlock-By><Members>Josianne Cutajar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 8 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***8a.*** ***Highlights the need of further funding for gender equality in transport to support projects that aim to increase the percentage of female workers in transport, which notoriously stands today at 22%. Underlines that to this avail, the European Commission should explore further successful programs such as Women in Transport;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>66</NumAm>

<RepeatBlock-By><Members>Josianne Cutajar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 8 b (new)</Article>

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| Draft opinion | Amendment |
|  | ***8b.*** ***Emphasises the importance of making the transport sector more inclusive by supporting initiatives that ensure better accessibility for persons with disabilities and reduced mobility whilst supporting the inclusion of persons of different abilities the workforce;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>67</NumAm>

<RepeatBlock-By><Members>Tomasz Piotr Poręba, Kosma Złotowski</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 9</Article>

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|  |
| Draft opinion | Amendment |
| ***9.*** ***Strongly requests the introduction of a specific allocation for sustainable tourism to better reflect the importance of tourism in the EU economy and the role the EU can play in making it more sustainable;*** | ***deleted*** |

Or. <Original>{PL}pl</Original>

</Amend>

<Amend>Amendment <NumAm>68</NumAm>

<RepeatBlock-By><Members>José Ramón Bauzá Díaz</Members>

<Members>Jan-Christoph Oetjen, Petras Auštrevičius</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 9</Article>

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| Draft opinion | Amendment |
| 9. Strongly requests the introduction of a specific allocation for sustainable tourism to better reflect the importance of tourism in the EU economy and the role the EU can play in making it more sustainable; | 9. ***Believes that the Tourism sector is extremely related to the Transport sector; therefore*** strongly requests the introduction of a specific allocation for sustainable tourism to better reflect the importance of tourism in the EU economy***, competitiveness, employment and social development*** and the role the EU can play in making it more sustainable; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>69</NumAm>

<RepeatBlock-By><Members>Maria Grapini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 9</Article>

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|  |
| Draft opinion | Amendment |
| 9. Strongly requests the introduction of a specific allocation for sustainable tourism to better reflect the importance of tourism in the EU economy and the role the EU can play in making it more sustainable; | 9. ***Regrets the absence of a specific budget line for tourism at European level and therefore*** strongly requests the introduction of a specific allocation for sustainable tourism to better reflect the importance of tourism in the EU economy and the role the EU can play in making it more sustainable; |

Or. <Original>{RO}ro</Original>

</Amend>

<Amend>Amendment <NumAm>70</NumAm>

<RepeatBlock-By><Members>Cláudia Monteiro de Aguiar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 9</Article>

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|  |
| Draft opinion | Amendment |
| 9. Strongly requests the introduction of a specific allocation for sustainable tourism to ***better*** reflect the importance of tourism in the EU economy and the role the EU can play in making it more sustainable; | 9. Strongly requests the introduction of a specific allocation for sustainable tourism to reflect the importance of tourism in the EU economy and the role the EU can play in making it more sustainable***, since tourism is the Union’s fourth largest export industry and has growth potential***; |

Or. <Original>{PT}pt</Original>

</Amend>

<Amend>Amendment <NumAm>71</NumAm>

<RepeatBlock-By><Members>José Ramón Bauzá Díaz</Members>

<Members>Jan-Christoph Oetjen, Petras Auštrevičius</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 9 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***9a.*** ***Calls on the Commission to respond to the EP call for a specific programme on sustainable tourism, as agreed by the EP Interim report on MFF 2021-2027 (2018/0166R APP); regrets the Commission’s unwillingness to present such a proposal in a response to the EP repeated and regular call to establish such a separate and dedicated budget line on tourism;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>72</NumAm>

<RepeatBlock-By><Members>Massimiliano Salini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 9 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***9a.*** ***Supports European programmes aimed at promoting sustainable transports for youth to continue, built on the success of the DiscoverEU experimental stage over the last two budgetary years, and in line with the proposal of the EU Commission to devote 700 million of Erasmus+ programme to Discover EU over the next 7 years;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>73</NumAm>

<RepeatBlock-By><Members>Josianne Cutajar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 9 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***9a.*** ***Recalls the urgent need for the inclusion of a sustainable tourism budget line in the 2021-2027 MFF to support European Member States, their regions and stakeholders in developing a solid, durable tourism sector that guarantees the economic and social wellbeing of EU citizens;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>74</NumAm>

<RepeatBlock-By><Members>José Ramón Bauzá Díaz</Members>

<Members>Elsi Katainen, Jan-Christoph Oetjen, Petras Auštrevičius, Caroline Nagtegaal</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 10</Article>

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| Draft opinion | Amendment |
| 10. Supports an increase in the allocation for sustainable infrastructure of the InvestEU Fund to EUR 14 billion (2018 prices) for 2021-2027 with an appropriate allocation in the 2021 budget; | 10. Supports an increase in the allocation for sustainable infrastructure of the InvestEU Fund to EUR 14 billion (2018 prices) for 2021-2027 with an appropriate allocation in the 2021 budget; ***recalls that InvestEU Fund should support investments contributing to greater economic, territorial and social cohesion in the Union and that, in order to maximise the impact and the added value of EU financing support, it is appropriate to maximise “synergies across relevant Union programmes in areas such as transport, energy and digitalisation”;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>75</NumAm>

<RepeatBlock-By><Members>Daniel Freund</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 10 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***10a.*** ***Stresses that beyond its key role in implementing the European Fund for Strategic Investments (EFSI) and InvestEU, it is vital that the revision of the European Investment Bank’s (EIB) transport policy due in 2021 paves the way for more fundamental overhaul of the Bank’s transport financing; recalls that the EIB has provided approximately €140 billion in loans for transport projects in the 2007-2018 period, of which around 80% relate to road infrastructure*** 1a***; calls on the EIB to report on all steps of its transport policy revision to Parliament in a timely manner;*** |
|  | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
|  | 1a ***European Court of Auditors - Audit preview “Roads connecting European regions” p.9 - https://www.eca.europa.eu/Lists/ECADocuments/AP19\_08/AP\_CONNECTING\_ROADS\_EN.pdf*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>76</NumAm>

<RepeatBlock-By><Members>Daniel Freund</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 11</Article>

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|  |
| Draft opinion | Amendment |
| 11. Considers that transport projects financed by the European Regional Development Fund (ERDF) and by the Cohesion Fund (CF) must give priority to the completion of TEN-T corridors; | 11. Considers that transport projects financed by the European Regional Development Fund (ERDF) and by the Cohesion Fund (CF) must give priority to the completion of TEN-T corridors; ***expresses concern that little attention is given to modal shift in the use of the European Regional Development Fund (ERDF) and the Cohesion Fund (CF); underlines the need for decarbonisation of EU funds also in relation to the transport sector; recommends to increase investment into cycling and walking; reiterates its longstanding demand about transparency of EU funding in the transport sector, in particular of shared management resources; calls on the Commission to make available in a comprehensive manner information on transport projects that have received funding from the ERDF and CF;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>77</NumAm>

<RepeatBlock-By><Members>José Ramón Bauzá Díaz</Members>

<Members>Elsi Katainen, Jan-Christoph Oetjen, Petras Auštrevičius, Caroline Nagtegaal</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 11</Article>

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|  |
| Draft opinion | Amendment |
| 11. Considers that transport projects financed by the European Regional Development Fund (ERDF) and by the Cohesion Fund (CF) must give priority to the completion of ***TEN-T corridors***; | 11. Considers that transport projects financed by the European Regional Development Fund (ERDF) and by the Cohesion Fund (CF) must give priority to the ***development and*** completion of ***the TEN-T core and comprehensive networks***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>78</NumAm>

<RepeatBlock-By><Members>Leila Chaibi, Clare Daly, Anne-Sophie Pelletier, João Ferreira</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 11</Article>

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|  |
| Draft opinion | Amendment |
| 11. Considers that transport projects financed by the European Regional Development Fund (ERDF) and by the Cohesion Fund (CF) ***must*** give priority to ***the completion of TEN-T corridors***; | 11. Considers that transport projects financed by the European Regional Development Fund (ERDF) and by the Cohesion Fund (CF) ***should*** give priority to ***sustainable transport modes and projects that foster territorial cohesion***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>79</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 11</Article>

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|  |
| Draft opinion | Amendment |
| 11. Considers that transport projects financed by the European Regional Development Fund (ERDF) and by the Cohesion Fund (CF) must give priority to the completion of TEN-T ***corridors***; | 11. Considers that transport projects financed by the European Regional Development Fund (ERDF) and by the Cohesion Fund (CF) must give priority to the completion of ***the*** TEN-T; |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>80</NumAm>

<RepeatBlock-By><Members>Leila Chaibi, Clare Daly, Anne-Sophie Pelletier, João Ferreira</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 12</Article>

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| Draft opinion | Amendment |
| ***12.*** ***Stresses the importance of a simpler, more efficient own resources system able to bring a substantial reduction in the proportion of GNI-based contributions and to guarantee the adequate funding of EU spending;*** | ***deleted*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>81</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 12</Article>

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| Draft opinion | Amendment |
| 12. Stresses the importance of ***a simpler, more efficient own resources system able to bring*** a substantial reduction in the proportion of GNI-based contributions and ***to guarantee the adequate funding of EU spending***; | 12. Stresses the importance of ***guaranteeing funding for EU expenditure bringing about*** a substantial reduction in the proportion of GNI-based contributions and ***not increasing the tax pressure on individuals and enterprises***; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>82</NumAm>

<RepeatBlock-By><Members>Mario Furore, Rosa D'Amato</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 13</Article>

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| Draft opinion | Amendment |
| 13. Stresses the importance of agencies and joint undertakings in improving the transport sector’s performance and in fostering a reduction of transport emissions based on technological progress and rules; points out the importance of these agencies and joint undertakings receiving adequate financial and human resources; | 13. Stresses the importance of agencies and joint undertakings in improving the transport sector’s performance and in fostering a reduction of transport emissions based on technological progress and rules; points out the importance of these agencies and joint undertakings receiving adequate financial and human resources; ***calls on the Commission to monitor agencies’ financial and administrative management more actively, especially as regards conflicts of interest;*** |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>83</NumAm>

<RepeatBlock-By><Members>Cláudia Monteiro de Aguiar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 13</Article>

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| Draft opinion | Amendment |
| 13. Stresses the importance of agencies and joint undertakings in improving the transport sector’s performance and in fostering a reduction of transport emissions based on technological progress and rules; points out the importance of these agencies and joint undertakings receiving adequate financial and human resources; | 13. Stresses the importance of agencies and joint undertakings in improving the transport sector’s performance and in fostering a reduction of transport emissions based on technological progress and rules; ***considers the creation of a joint undertaking for the maritime sector crucial to the fostering of research and innovation in this mode of transport;***points out the importance of these agencies and joint undertakings receiving adequate financial and human resources; |

Or. <Original>{PT}pt</Original>

</Amend>

<Amend>Amendment <NumAm>84</NumAm>

<RepeatBlock-By><Members>Maria Grapini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 13</Article>

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|  |
| Draft opinion | Amendment |
| 13. Stresses the importance of agencies and joint undertakings in improving the transport sector’s performance and in fostering a reduction of transport emissions based on technological progress and rules; points out the importance of these agencies and joint undertakings receiving adequate financial and human resources; | 13. Stresses the importance of agencies and joint undertakings in improving the transport sector’s performance and in fostering a reduction of transport emissions based on technological progress and rules; points out the importance of these agencies and joint undertakings receiving adequate financial and human resources ***that must, however, be managed more effectively so as to contribute to the development and modernisation of the transport sector***; |

Or. <Original>{RO}ro</Original>

</Amend>

<Amend>Amendment <NumAm>85</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 13</Article>

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|  |
| Draft opinion | Amendment |
| 13. Stresses the ***importance*** of agencies and joint undertakings in improving the transport sector’s performance and ***in fostering a reduction of transport emissions*** based on technological progress and rules; ***points out the importance of these agencies and joint undertakings receiving adequate financial and human resources;*** | 13. Stresses the ***role*** of agencies and joint undertakings in improving the transport sector’s performance and ***safety*** based on technological progress and rules; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>86</NumAm>

<RepeatBlock-By><Members>José Ramón Bauzá Díaz</Members>

<Members>Elsi Katainen, Jan-Christoph Oetjen, Petras Auštrevičius</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 13</Article>

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| Draft opinion | Amendment |
| 13. Stresses the importance of agencies and joint undertakings in improving the transport sector’s performance and in fostering a reduction of transport emissions based on technological progress and rules; points out the importance of these agencies and joint undertakings receiving adequate financial and human resources; | 13. Stresses the importance of agencies and joint undertakings in improving the transport sector’s performance and in fostering a reduction of transport emissions based on technological progress and rules; points out the importance of these agencies and joint undertakings receiving adequate financial and human resources***, in order to ensure the full deployment of their tasks***; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>87</NumAm>

<RepeatBlock-By><Members>Leila Chaibi, Clare Daly, Anne-Sophie Pelletier, Kateřina Konečná</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 13</Article>

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|  |
| Draft opinion | Amendment |
| 13. Stresses the importance of agencies and ***joint undertakings*** in improving the transport sector’s performance and in fostering a reduction of transport emissions based on technological progress and rules; points out the importance of these agencies and ***joint undertakings*** receiving adequate financial and human resources; | 13. Stresses the importance of agencies and ***public-public partnerships*** in improving the transport sector’s performance and in fostering a reduction of transport emissions based on technological progress and rules; points out the importance of these agencies and ***public-public partnerships*** receiving adequate financial and human resources; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>88</NumAm>

<RepeatBlock-By><Members>Leila Chaibi, Clare Daly, Anne-Sophie Pelletier</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 14</Article>

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|  |
| Draft opinion | Amendment |
| 14. Highlights in particular the crucial role of the European Union Agency for Railways (ERA) ***and the Shift2Rail Joint Undertaking*** in achieving a lasting shift from road to rail; ***stresses that the Shift2Rail undertaking plays a key role in making rail transport cheaper, more efficient and more attractive;*** | 14. Highlights in particular the crucial role of the European Union Agency for Railways (ERA) in achieving a lasting shift from road to rail; |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>89</NumAm>

<RepeatBlock-By><Members>Isabel García Muñoz</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 14</Article>

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|  |
| Draft opinion | Amendment |
| 14. Highlights in particular the crucial role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail; stresses that the Shift2Rail undertaking plays a key role in making rail transport cheaper, more efficient and more attractive; | 14. Highlights in particular the crucial role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail; 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; |

Or. <Original>{ES}es</Original>

</Amend>

<Amend>Amendment <NumAm>90</NumAm>

<RepeatBlock-By><Members>Maria Grapini</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 14</Article>

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|  |
| Draft opinion | Amendment |
| 14. Highlights in particular the crucial role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail; stresses that the Shift2Rail undertaking plays a key role in making rail transport cheaper, more efficient and more attractive; | 14. Highlights in particular the crucial role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail ***with a view to reducing accidents and CO2 emissions***; stresses that the Shift2Rail undertaking plays a key role in making rail transport cheaper, more efficient and more attractive; |

Or. <Original>{RO}ro</Original>

</Amend>

<Amend>Amendment <NumAm>91</NumAm>

<RepeatBlock-By><Members>Barbara Thaler</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 14 – subparagraph 1 (new)</Article>

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| Draft opinion | Amendment |
|  | ***highlights that due to the implementation of the 4th Railway Package the Agencies role was heavily expanded; stresses that not all of the additional tasks are covered by fees and charges; strongly requests to allocate more staff to the agency in order to fast track and ensure the implementation of the Single Rules Database and the European Vehicle Database as well to ensure a proper monitoring of National Safety Authorities and Notified Bodies;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>92</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 14 a (new)</Article>

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| Draft opinion | Amendment |
|  | ***14a.*** ***Deplores the fact that the Agency still has two seats, in Lille and Valenciennes, and points out that costs could be reduced if all operations were to be centralised at a single seat;*** |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>93</NumAm>

<RepeatBlock-By><Members>Leila Chaibi, Clare Daly, Anne-Sophie Pelletier, João Ferreira</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 15</Article>

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|  |
| Draft opinion | Amendment |
| ***15.*** ***Highlights in particular the role of the Clean Sky 2 and SESAR Joint Undertakings and of the European Union Aviation Safety Agency (EASA) in reducing CO2 emissions by passenger; stresses the very good results and the essential role played by the Clean Sky 2 Joint Undertaking in ensuring net accelerations in green technologies aimed at reducing the CO2 and greenhouse gas emissions, as well as the noise levels produced by aircraft;*** | ***deleted*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>94</NumAm>

<RepeatBlock-By><Members>Josianne Cutajar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 15</Article>

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|  |
| Draft opinion | Amendment |
| 15. Highlights in particular the role of the Clean Sky 2 and SESAR Joint Undertakings and of the European Union Aviation Safety Agency (EASA) in reducing CO2 emissions by passenger; stresses the very good results and the essential role played by the Clean Sky 2 Joint Undertaking in ensuring net accelerations in green technologies aimed at reducing the CO2 and greenhouse gas emissions, as well as the noise levels produced by aircraft; | 15. Highlights in particular the role of the Clean Sky 2 and SESAR Joint Undertakings and of the European Union Aviation Safety Agency (EASA) in reducing CO2 emissions by passenger; stresses the very good results and the essential role played by the Clean Sky 2 Joint Undertaking in ensuring net accelerations in green technologies aimed at reducing the CO2 and greenhouse gas emissions, as well as the noise levels produced by aircraft; ***Stresses the urgency to induce connectivity and increase efficiency by defragmenting European airspace through initiatives aiming to increase safety, reduce delays and the environmental impact of air traffic;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>95</NumAm>

<RepeatBlock-By><Members>Marian-Jean Marinescu</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 15</Article>

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|  |
| Draft opinion | Amendment |
| 15. Highlights in particular the role of the Clean Sky 2 and SESAR Joint Undertakings and of the European Union Aviation Safety Agency (EASA) in reducing CO2 emissions by passenger; stresses the very good results and the essential role played by the Clean Sky 2 Joint Undertaking in ensuring net accelerations in green technologies aimed at reducing the CO2 and greenhouse gas emissions, as well as the noise levels produced by aircraft; | 15. Highlights in particular the role of the Clean Sky 2 and SESAR Joint Undertakings and of the European Union Aviation Safety Agency (EASA) in reducing CO2 emissions by passenger; stresses the very good results and the essential role played by the Clean Sky 2 Joint Undertaking in ensuring net accelerations in green technologies aimed at reducing the CO2 and greenhouse gas emissions, as well as the noise levels produced by aircraft; ***calls for a stronger EASA involvement in the monitoring of the research performed by the 2 undertakings and the need to deploy quickly the environmental labelling programme, making use of the EASA competences in certifying technologies;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>96</NumAm>

<RepeatBlock-By><Members>Daniel Freund</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 15</Article>

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|  |
| Draft opinion | Amendment |
| 15. Highlights in particular the role of the Clean Sky 2 and SESAR Joint Undertakings and of the European Union Aviation Safety Agency (EASA) in reducing CO2 emissions by passenger; stresses the very good results and the essential role played by the Clean Sky 2 Joint Undertaking in ensuring net accelerations in green technologies aimed at reducing the CO2 and greenhouse gas emissions, as well as the noise levels produced by aircraft; | 15. Highlights in particular the role of the Clean Sky 2 and SESAR Joint Undertakings and of the European Union Aviation Safety Agency (EASA) in reducing CO2 emissions by passenger; stresses the very good results and the essential role played by the Clean Sky 2 Joint Undertaking in ensuring net accelerations in green technologies aimed at reducing the CO2 and greenhouse gas emissions, as well as the noise levels produced by aircraft; ***Points out that efficiency gains in aviation have not prevented an overall rise in CO2 emissions and climate effects of flying;*** |

Or. <Original>{EN}en</Original>

</Amend>

<Amend>Amendment <NumAm>97</NumAm>

<RepeatBlock-By><Members>Marco Campomenosi, Paolo Borchia, Lucia Vuolo, Massimo Casanova</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 15</Article>

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|  |
| Draft opinion | Amendment |
| 15. Highlights in particular the role of the Clean Sky 2 and SESAR Joint Undertakings and of the European Union Aviation Safety Agency (EASA) ***in reducing*** ***CO2 emissions by passenger***; stresses the very good results and the essential role played by the Clean Sky 2 Joint Undertaking in ensuring net accelerations in ***green*** technologies ***aimed at reducing the CO2 and greenhouse gas emissions,*** ***as well as*** the noise levels produced by aircraft; | 15. Highlights in particular the role of the Clean Sky 2 and SESAR Joint Undertakings and of the European Union Aviation Safety Agency (EASA); stresses the very good results and the essential role played by the Clean Sky 2 Joint Undertaking in ensuring net accelerations in technologies ***designed to improve safety and to reduce*** the noise levels produced by aircraft; |

Or. <Original>{IT}it</Original>

</Amend>

<Amend>Amendment <NumAm>98</NumAm>

<RepeatBlock-By><Members>Josianne Cutajar</Members>

</RepeatBlock-By>

<DocAmend>Draft opinion</DocAmend>

<Article>Paragraph 16</Article>

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| Draft opinion | Amendment |
| 16. Welcomes the direct support of the European Maritime Safety Agency (EMSA) to Member States’ efforts in implementing environmental legislation and its assistance in tackling maritime pollution and in monitoring emissions; believes that with further resources, the Agency can play an important role in supporting Member States in mitigating shipping-related environmental risks and in improving the sustainability of the maritime sector***.*** | 16. Welcomes the direct support of the European Maritime Safety Agency (EMSA) to Member States’ efforts in implementing environmental legislation and its assistance in tackling maritime pollution and in monitoring emissions; believes that with further resources, the Agency can play an important role in supporting Member States in mitigating shipping-related environmental risks and in improving the sustainability of the maritime sector ***through guidance on the implementation of new technologies, in particular AI;*** |

Or. <Original>{EN}en</Original>

</Amend></RepeatBlock-Amend>