AMENDMENTS
1 - 115

Draft opinion
Caroline Nagtegaal
(PE652.287v01-00)

Sustainable Europe Investment Plan - How to finance the Green Deal
(2020/2058(INI))
Amendment 1
Caroline Nagtegaal, Izaskun Bilbao Barandica, José Ramón Bauzá Díaz, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Pierre Karleskind, Søren Gade

Draft opinion
Recital A

A. whereas in the field of transport, more than EUR 700 billion in investment is needed for the Trans-European Transport Network alone between now and 2030 and additional investments are required for the deployment of innovative strategies, charging infrastructure and alternative fuels;

Amendment

A. whereas in the field of transport, more than EUR 700 billion in investment is needed for the Trans-European Transport Network alone between now and 2030 and additional investments are required for the deployment of innovative strategies, charging infrastructure and alternative fuels; whereas the modernisation of the EU transport system implies also significant investments into the upgrading and retrofitting of existing transport infrastructure;

Or. en

Amendment 2
Andor Deli

Draft opinion
Recital A

A. whereas in the field of transport, more than EUR 700 billion in investment is needed for the Trans-European Transport Network alone between now and 2030 and additional investments are required for the deployment of innovative strategies, charging infrastructure and alternative fuels;

Amendment

A. whereas in the field of transport, more than EUR 700 billion in investment is needed for the Trans-European Transport Network alone between now and 2030 and additional investments are required for the comprehensive deployment of low and zero-emission mobility solutions, innovative strategies, charging infrastructure and alternative fuels, in urban as well as in low-density and rural areas;

Or. en
Amendment 3  
Kathleen Van Brempt, Isabel García Muñoz, Vera Tax

Draft opinion  
Recital A

Draft opinion

A. whereas in the field of transport, more than EUR 700 billion in investment is needed for the Trans-European Transport Network alone between now and 2030 and additional investments are required for the deployment of innovative strategies, charging infrastructure and alternative fuels;

Amendment

A. whereas in the field of transport, more than EUR 700 billion in investment is needed for the Trans-European Transport Network alone between now and 2030 and additional investments are required for the transport sector to be in line with the goals of the Green Deal and climate neutrality by 2050 such as the deployment of innovative strategies, charging infrastructure and alternative fuels;

Or. en

Amendment 4  
Ciarán Cuffe  
on behalf of the Greens/EFA Group

Draft opinion  
Recital A

Draft opinion

A. whereas in the field of transport, more than EUR 700 billion in investment is needed for the Trans-European Transport Network alone between now and 2030 and additional investments are required for the deployment of innovative strategies, charging infrastructure and alternative fuels;

Amendment

A. whereas in the field of transport, more than EUR 700 billion in investment is needed for the Trans-European Transport Network alone between now and 2030 and additional investments are required for the deployment of innovative strategies, charging infrastructure and fully renewables-based and sustainable alternative fuels;

Or. en

Amendment 5  
Henna Virkkunen, Tom Berendsen

Draft opinion
Recital A

Draft opinion

A. whereas in the field of transport, more than EUR 700 billion in investment is needed for the Trans-European Transport Network alone between now and 2030 and additional investments are required for the deployment of innovative strategies, charging infrastructure and alternative fuels;

Amendment

A. whereas in the field of transport, more than EUR 700 billion in investment is needed for the Trans-European Transport Network alone between now and 2030 and additional investments are required for the deployment of innovative strategies and ITS solutions, charging infrastructure and alternative fuels;

Or. en

Amendment 6
Caroline Nagtegaal, Izaskun Bilbao Barandica, José Ramón Bauzá Díaz, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Pierre Karleskind, Søren Gade

Draft opinion
Recital A a (new)

Draft opinion

A a. whereas the EU needs to enable its transport industry to maintain its competitiveness and capacity to invest in Europe and make the transition to sustainable mobility a reality, thereby creating jobs and know-how in the EU;

Amendment

A a. Whereas transport is a fundamental part of the EU internal market and plays an important role in the economic, social and territorial cohesion of the EU, especially in peripheral, rural,
insular and outermost regions.

Amendment 8
Angel Dzhambazki

Draft opinion
Recital A a (new)

Draft opinion

Amendment

A a. Whereas the COVID-19 pandemic lead to an unprecedented economic crisis through the Union that needs to be dealt with before any other long term investments are planned;

Or. en

Amendment 9
João Ferreira

Draft opinion
Recital A a (new)

Draft opinion

Amendment

A a. Whereas investment in public transports and in the shift of the mobility paradigms (from private to public and light transports) are key to tackle the impacts of the transport sector in the climate change; whereas the European Green Deal Communication doesn't have any reference to public transports;

Or. en

Amendment 10
Ciarán Cuffe
on behalf of the Greens/EFA Group

Draft opinion
Recital A a (new)

Draft opinion

Amendment

A a. whereas CO₂ emissions from transport in the Union, including international aviation but excluding international shipping, were 28 % above 1990 levels in 2017, representing 27 % of total EU-28 greenhouse gas emissions, including international aviation and maritime emissions₁¹


Or. en

Amendment 11
Dominique Riquet

Draft opinion
Recital A a (new)

Draft opinion
Amendment

A a. Whereas the objectives of the Green Deal cannot be reached without decarbonising transport sector in Europe, in this regard transport's GHG emissions represent 27% of EU global emissions and are the only ones still increasing;

Or. en

Amendment 12
Dorien Rookmaker

Draft opinion
Recital A a (new)

Draft opinion
Amendment

A a. Whereas the objectives of the Green Deal cannot be reached without decarbonising transport sector in Europe, in this regard transport's GHG emissions represent 27% of EU global emissions and are the only ones still increasing;

Or. en
A a. Whereas in the Sustainable Europe Investment Plan in the coming decennium EUR 1 trillion will be investment by 2030 in a wide range of diverse projects managed by different entities like the EC, member states, programmes;

Or. en

Amendment 13
Marian-Jean Marinescu

Draft opinion
Recital A b (new)

A b. Whereas there is no dedicated budget line for European Green Deal Investment Plan and all investment is implemented through sectorial polices.

Or. en

Amendment 14
Caroline Nagtegaal, Izaskun Bilbao Barandica, José Ramón Bauzá Díaz, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Pierre Karleskind, Søren Gade

Draft opinion
Recital A b (new)

A b. Whereas sustainable mobility in all modes of transport and an up-to-date multimodal infrastructure including the trans-European transport network (TEN-T) are crucial to reach a climate-neutral economy;

Or. en

Amendment 15
Draft opinion

Recital A b (new)

A b. Whereas research and innovation are crucial drivers for competitiveness and sustainability of the transport sector;

Amendment

Or. en

Amendment 16

Caroline Nagtegaal, Izaskun Bilbao Barandica, José Ramón Bauzá Díaz, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Pierre Karleskind, Søren Gade

Draft opinion

Recital A c (new)

A c. Whereas one in 10 Europeans work in the wider transport sector, and whereas investing in transport infrastructure will lead to the creation of new jobs as it is estimated that every billion euros invested in the TEN-T core network will create up to 20 000 new jobs;

Amendment

Or. en

Amendment 17

Marian-Jean Marinescu

Draft opinion

Recital A c (new)

A c. Whereas transport must be fit to cope with new socio-economic and technological developments, requiring significant investments in new mobility models, digitalisation, research and innovation, alternative energy sources
and energy efficiency.

Amendment 18
Dominique Riquet

Draft opinion
Recital A c (new)

Amendment
A c. Whereas reduction of the emissions of the transport sector can be sped up for both infrastructure and fleet by developing and strengthening the synergies with other sectors, such as digital or energy (e.g. hydrogen);

Amendment 19
Caroline Nagtegaal, Izaskun Bilbao Barandica, José Ramón Bauzá Díaz, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Pierre Karleskind, Søren Gade

Draft opinion
Recital A d (new)

Amendment
A d. whereas an up-to-date multimodal infrastructure, including the trans-European transport network, is essential for the connection and competitiveness of the EU and an enabler of sustainable and smart mobility;
Whereas transport must also contribute to reaching the emissions-reduction targets of the EU in a technologically neutral way, while making sure that transport remains affordable and competitive.

Amendment 21
Caroline Nagtegaal, Izaskun Bilbao Barandica, José Ramón Bauzá Díaz, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Pierre Karleskind, Søren Gade

Whereas micro, small and medium-sized enterprises (SMEs) in the transport and tourism sectors are being affected severely by the COVID-19 outbreak due to the enforcement of mobility restrictions; whereas the current crisis has demonstrated the transport and logistics sector and its transport workers to be the backbone of the European economy as the uninterrupted freight transport has been essential for the functioning of supply chains;

Amendment 22
Ciarán Cuffe
on behalf of the Greens/EFA Group

Believes the time is ripe for a more
fundamental reshaping of EU transport financing with a view to establishing a net zero-emission transport sector by 2050 and guarantee full alignment with the Paris Agreement and the sustainable development goals;

Amendment 23
Maria Grapini, Isabel García Muñoz, Petar Vitanov, Rovana Plumb

Draft opinion
Paragraph 1

1. Acknowledges the actions taken in the transport sector to reduce specific emissions and stresses the need to strengthen support for research on and innovation in zero-emissions mobility solutions;

1. Acknowledges the actions taken in the transport sector to reduce specific emissions and stresses the need to strengthen support of all Member States for research on and innovation in zero-emissions mobility solutions so as to ensure a just transition to climate neutrality at the same time with the economic strengthening of the single market;

Amendment 24
Ciarán Cuffe
on behalf of the Greens/EFA Group

Draft opinion
Paragraph 1

1. Acknowledges the actions taken in the transport sector to reduce specific emissions and stresses the need to strengthen support for research on and innovation in zero-emissions mobility solutions;

1. Acknowledges the need for comprehensive actions to be taken in the transport sector to phase out emissions and achieve carbon neutrality. Stresses the need to strengthen support for research on and innovation in zero-emissions mobility solutions;
Amendment 25
Elena Kountoura

Draft opinion
Paragraph 1

*Draft opinion*

1. **Acknowledges the actions taken in** the transport sector to reduce specific emissions and stresses the need to strengthen support for research on and innovation in zero-emissions mobility solutions;

*Amendment*

1. **Stresses that** the transport sector *needs to take urgent action in line with the EU's commitments under the Paris agreement* to reduce emissions *across all transport modes* and stresses the need to strengthen support for research on and innovation in zero-emissions mobility solutions;

Amendment 26
Kathleen Van Brempt, Isabel García Muñoz, Vera Tax

Draft opinion
Paragraph 1

*Draft opinion*

1. **Acknowledges the** actions taken in the transport sector to reduce specific emissions *and* stresses the need to strengthen support for research on and innovation in zero-emissions mobility solutions;

*Amendment*

1. **Stresses that further** actions *need to be* taken in the transport sector to reduce specific emissions *to reach climate neutrality by 2050*, stresses the need to strengthen *legislation and* support for research on and innovation in zero-emissions mobility solutions;

Amendment 27
Dominique Riquet

Draft opinion
Paragraph 1
1. Acknowledges the actions taken in the transport sector to reduce specific emissions and stresses the need to strengthen support for research on and innovation in zero-emissions mobility solutions;
Draft opinion
Paragraph 1

1. Acknowledges the actions taken in the transport sector to reduce specific emissions and stresses the need to strengthen support for research on and innovation in zero-emissions mobility solutions;
1 a. Points out that all policies with an impact on the transport sector must be science-based and follow comprehensive impact assessments that take into account the economic, environmental and social consequences. The environmental performance of products and projects should be determined by measuring life-cycle emissions.

Amendment 33
Mario Furore, Laura Ferrara, Tiziana Beğhın, Rosa D'Amato, Eleonora Evi

Draft opinion
Paragraph 1 a (new)

1 a. Stresses the necessity to improve the climate objectives in line with a target of climate neutrality by 2040; in order to ensure continuous progress towards the achievement of climate neutrality, any transport infrastructure projects financed by the EU budget must, upon independent assessment, be deemed consistent with the 2030, 2050 and possibly 2040 climate objectives and coherent with the EU objective of building a fully renewables-based, highly resource and energy-efficient, climate-neutral and circular economy; in this view, the assessment of the effects of projects must take into account the greenhouse gas emissions during their whole life cycle, such as those occurring in the construction and operational phase and including indirect emissions in a project’s value chain;

Amendment 34
João Ferreira

Draft opinion
Paragraph 1 a (new)

1 a. Highlights the need to promote substantive changes in mobility paradigms, aiming the transition to modes with lesser climatic impacts, in particular by investing in the modernization, expansion and efficiency of public transport networks and fleets, promoting the railroad, lighter modes of transport and interoperability, focusing metropolitan areas and urban centers, but also increasing connectivity to insular territories and rural areas; asks for investments in projects with the potential to attract users to public transport, in the detriment of individual transport, including through the financing of projects aiming to support fare free public transport systems;

Or. en

Amendment 35
Elena Kountoura

Draft opinion
Paragraph 1 a (new)

1 a. Commits to a just recovery from the coronavirus crisis that ensures that funds are invested in the future, not the past; that conditions fiscal expansion to drive the shift to a green economy and make societies and people more resilient; that employs public funds to climate proof sectors and projects, thereby generating green jobs and sustainable growth; that incorporates climate risks and opportunities into the financial system, as well as aspects of public policymaking
and infrastructure; and that guarantees an end to fossil fuel subsidies and applies the polluter pays principle;

Or. en

Amendment 36
Marian-Jean Marinescu

Draft opinion
Paragraph 1 b (new)

1 b. Calls for an adequate financing inside HorizonEU for the European Partnerships dedicated to transport as Clean Sky, SESAR, Shift to rail, FCH.

Or. en

Amendment 37
Elena Kountoura

Draft opinion
Paragraph 1 b (new)

1 b. Calls for the strong support of transport and tourism sectors by the EU Recovery Plan of at least 20% of the total plan in line with the Union’s commitments about carbon emissions reductions and sustainability;

Or. en

Amendment 38
Elena Kountoura

Draft opinion
Paragraph 1 c (new)
1c. Insists that all EU-supported investments be subject to the EU taxonomy for sustainable activities and the Paris-aligned and Climate Transition Benchmarks; calls on the Commission to propose a 'brown' taxonomy and enhanced social sustainability criteria;

Or. en

Draft opinion

Amendment

Amendment 39
João Ferreira

Draft opinion
Paragraph 2

2. Stresses that the Connecting Europe Facility (CEF) is a key enabler for delivering the Green Deal, providing up to 80% of its funding in transport to meet climate objectives; insists on a strong CEF and warns that financing the Sustainable Europe Investment Plan (SEIP) must not lead to financial reallocation that negatively affects the CEF;

Or. en

Amendment 40
Elena Kountoura

Draft opinion
Paragraph 2

2. Stresses that the Connecting Europe Facility (CEF) could be a key enabler to tackle climate objectives, if it contributes to finance regional and local transport networks, focusing on the objectives of territorial and social cohesion rather than enhance the internal market; underlines that CEF should provide up to 80% of its funding in transport to meet climate objectives; insists on a strong CEF and warns that financing the Sustainable Europe Investment Plan (SEIP) must not lead to financial reallocation that negatively affects the CEF;
Facility (CEF) is a key enabler for delivering the Green Deal, providing up to 80% of its funding in transport to meet climate objectives; insists on a strong CEF and warns that financing the Sustainable Europe Investment Plan (SEIP) must not lead to financial reallocation that negatively affects the CEF;

Or. en

Amendment 41
Andor Deli

Draft opinion
Paragraph 2

2. Stresses that the Connecting Europe Facility (CEF) is a key enabler for delivering the Green Deal, providing up to 80% of its funding in transport to meet climate objectives; insists on a strong CEF and warns that financing the Sustainable Europe Investment Plan (SEIP) must not lead to financial reallocation that negatively affects the CEF;

Or. en

Amendment 42
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 2

2. Stresses that the Connecting Europe Facility (CEF) is a key enabler for delivering the Green Deal, providing up to 80% of its funding in transport to meet climate objectives; insists on a strong CEF and warns that financing the Sustainable Europe Investment Plan (SEIP) must not lead to financial reallocation that negatively affects the CEF;

Or. en
80% of its funding in transport to meet climate objectives; **insists on a strong CEF and warns that financing the Sustainable Europe Investment Plan (SEIP) must not lead to financial reallocation that negatively affects the CEF**;

achieving the goals of the Green Deal, providing up to 80% of its funding in transport to meet climate objectives through the promotion of sustainable infrastructure projects, multimodality, rail freight transport, innovative and digital actions such as telematics applications systems and the deployment of alternative fuels; insists on the need to have a stronger CEF budget to support a real transition towards smart, sustainable and safe mobility in the EU; considers that the inclusion of a specific investment pillar on synergies under CEF programme would accelerate the transition towards climate neutrality;

Or. en

**Amendment 43**
Angel Dzhambazki

**Draft opinion**
**Paragraph 2**

2. Stresses that the Connecting Europe Facility (CEF) is a key enabler for delivering the Green Deal, providing up to 80% of its funding in transport to meet climate objectives; insists on a strong CEF and warns that financing the Sustainable Europe Investment Plan (SEIP) must not lead to financial reallocation that negatively affects the CEF;

2. Stresses that the Connecting Europe Facility (CEF) is a key enabler for delivering the Green Deal, providing up to 80% of its funding in transport to meet climate objectives; insists on a strong CEF and warns that financing the Sustainable Europe Investment Plan (SEIP) must not lead to financial reallocation that negatively affects the CEF **taking into account that investments for the recovery of the transport and tourism sectors following the COVID-19 pandemic should be the priority**;

Or. en

**Amendment 44**
Marian-Jean Marinescu
Draft opinion
Paragraph 2 a (new)

2 a. Calls for allocation of HorizonEU funds for research and development (R&D) dedicated to transport sector, in particular for alternative fuels solutions, batteries and components for electric cars, alternative technologies for rolling-stock.

Or. en

Amendment 45
Sara Cerdas

Draft opinion
Paragraph 2 a (new)

2 a. Calls the European Commission to take into account the jobs losses that may occur with the reconversion of the tourism and transport sector. Strongly encourages the Commission to work together with member states to ensure that workers' interests and social rights are protected;

Or. en

Amendment 46
Marian-Jean Marinescu

 Draft opinion
Paragraph 2 b (new)

2 b. Calls for a road-map for the reduction of emissions of the automotive industry and the vehicles it produces, based on R&D and technological capabilities. This road-map should also
include a dedicated European program for recycling of vehicles.

Or. en

Amendment 47
Elena Kountoura

Draft opinion
Paragraph 3

3. Points out that transport projects require large-scale investment and therefore, that in order to attract investors, legal certainty and stable targets are crucial; stresses that the investments made so far must not be put at risk by shifting funding conditions and expects the SEIP to provide a realistic and future-proof support framework for investments;

Amendment

3. Points out that transport projects require large-scale investment and therefore, that in order to attract investors, legal certainty and stable targets towards decarbonisation are crucial in line with the EU’s commitments under the Paris agreement; stresses that investments that undermine the achievement of EU’s climate goals must not be realised in order to avoid a lock-in effect;

Or. en

Amendment 48
Ciarán Cuffe
on behalf of the Greens/EFA Group

Draft opinion
Paragraph 3

3. Points out that transport projects can but do not always require large-scale investment and therefore, that in order to attract investors, legal certainty and stable targets are crucial; stresses that the investments made so far must not be put at risk by shifting funding conditions unless these investments go against the ‘do no harm’ principle; and expects the SEIP to provide a realistic and future-proof support
framework for investments that is fully in line with the Paris agreement’s goal of keeping temperature increases to below 1.5 degrees Celsius;

Amendment 49
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, István Ujhelyi, César Luena

Draft opinion
Paragraph 3

3. Points out that transport projects require large-scale investment and therefore, that in order to attract investors, legal certainty and stable targets are crucial; stresses that the investments made so far must not be put at risk by shifting funding conditions and expects the SEIP to provide a realistic and future-proof support framework for investments;

Amendment

3. Points out that transport projects require large-scale investment and therefore, that in order to attract investors, legal certainty, stable targets and availability of information are crucial; stresses that the investments made so far must not be put at risk by shifting funding conditions and expects the SEIP to provide a realistic and future-proof support framework for investments and to ultimately ensure the continuity of projects in the most efficient and effective way;

Amendment 50
Maria Grapini, Isabel García Muñoz, Petar Vitanov, Rovana Plumb, César Luena

Draft opinion
Paragraph 3

3. Points out that transport projects require large-scale investment and therefore, that in order to attract investors, legal certainty and stable targets are crucial; stresses that the investments made so far must not be put at risk by shifting

Amendment

3. Points out that transport and tourism projects require large-scale investment and therefore, that in order to attract investors, legal certainty and stable targets are crucial; stresses that the investments made so far must not be put at
funding conditions and expects the SEIP to provide a realistic and future-proof support framework for investments; risk by shifting funding conditions and expects the SEIP to provide a realistic, *fair* and future-proof support framework for investments *in all Member States*;

Amendment 51  
*Dominique Riquet*  
**Draft opinion**  
*Paragraph 3*  

*Draft opinion*  

3. Points out that transport projects require large-scale investment and therefore, that in order to attract investors, legal certainty and stable targets are crucial; stresses that the investments made so far must not be put at risk by shifting funding conditions and expects the SEIP to provide a realistic and future-proof support framework for investments;  

*Amendment*  

3. Points out that transport projects require large-scale investment and therefore, that in order to attract investors, legal certainty and stable targets are crucial; *highlights how administrative procedures growing in number and complexity for the realisation of transport projects lead to increased costs and delays, hampering the EU transport network as a whole*; stresses that the investments made so far must not be put at risk by shifting funding conditions and expects the SEIP to provide a realistic and future-proof support framework for investments;

Amendment 52  
*Andor Deli*  
**Draft opinion**  
*Paragraph 3*  

*Draft opinion*  

3. Points out that transport projects require large-scale investment and therefore, that in order to attract investors, legal certainty and *stable* targets are crucial; stresses that the investments made  

*Amendment*  

3. Points out that transport projects require large-scale investment and therefore, that in order to attract investors, legal certainty and *foreseeable* targets are crucial; stresses that the investments made
so far must not be put at risk by shifting funding conditions and expects the SEIP to provide a realistic and future-proof support framework for investments;

Amendment 53
Dominique Riquet

Draft opinion
Paragraph 3 a (new)

Draft opinion

3 a. Stresses the need for intervention to support public transport networks and fleets at a local and regional level as an effective tool for the transition and towards low emission mobility, while promoting modal shift especially in metropolitan centres and connectivity in rural areas;

Amendment

3 a. Calls for investment in digitalization in particular for development and deployment of Intelligent Transport System (ITS), Vessel Traffic Monitoring and Information Systems (VTMIS), River Information Services (RIS) and the European Rail Traffic Management System (ERTMS).

Amendment

Or. en
Amendment 55
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodriguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 3 a (new)

Draft opinion

3 a. Highlights the importance of the Green Deal being accompanied by a just, inclusive and non-discriminatory transition to ensure the transport sector’s businesses, SMEs and workforce can adjust, and to support the regions and communities most affected; considers it important to have EU proper funding schemes for this adjustment process, including incentives for sustainable investment, as well as training and equipping the sector’s workforce with new expertise for new job prospects, requirements and skills;

Or. en

Amendment 56
João Ferreira

Draft opinion
Paragraph 3 a (new)

Draft opinion

3 a. Considers that the EU must ensure that Member States have the means to invest in the ecological transition of their productive apparatus, in their environmental and mobility aspects;

Or. en

Amendment 57
João Ferreira
Draft opinion
Paragraph 3 b (new)

3 b. Considers that strengthening the EU budget is crucial, reinforcing its redistributive function in supporting the promotion of effective convergence in economic and social progress between Member States - structural and investment and cohesion funds - and in support of productive sectors and employment with rights, through grants (not loans) to Member States; particularly and in view of the current moment, where Member States are suffering the economic and social consequences of the COVID-19 pandemic;

Amendment 58
João Ferreira

Draft opinion
Paragraph 3 c (new)

3 c. Calls for a significant increase in items linked to economic, social and territorial cohesion, so that the redistributive principle is fully complied with; considers that only in this way can the EU ensure that MS have the means to invest in the ecological transition; considers that this reinforcement should be achieved by increasing Member States' contributions based on their gross national income, reinforcing, through the redistribution key, the principle that Member States with the highest GNI should contribute proportionally more, contributing for effective economic and social cohesion, rather than increasing divergence in the European Union;
Amendment 59
Kathleen Van Brempt, Isabel García Muñoz, Vera Tax

Draft opinion
Paragraph 4

4. Stresses that to ensure sufficient investment in sustainable transport infrastructure, it is essential that all relevant EU funds (the CEF, InvestEU, the European Structural and Investment Funds, etc.) and European Investment Bank lending are tailored to the specific needs of the sector and that the Member States commit to proper funding;

Amendment

4. Stresses that to ensure sufficient investment in sustainable transport infrastructure, it is essential that all relevant EU funds (the CEF, InvestEU, the European Structural and Investment Funds, etc.) and European Investment Bank lending are subject to climate proofing frameworks based on the goals of the Paris agreement and the climate neutrality goal by 2050 and tailored to the specific needs of enhancing the sustainable transition of the sector and that the Member States commit to proper funding;

Amendment 60
Ciarán Cuffe
on behalf of the Greens/EFA Group

Draft opinion
Paragraph 4

Draft opinion

4. Stresses that to ensure sufficient investment in sustainable transport infrastructure, it is essential that all relevant EU funds (the CEF, InvestEU, the European Structural and Investment Funds, etc.) and European Investment Bank lending are tailored to the specific needs of the sector and that the Member States commit to proper funding;

Amendment

4. Stresses that to ensure sufficient investment in sustainable transport infrastructure, it is essential that all relevant EU funds (the CEF, InvestEU, the European Structural and Investment Funds, etc.) and European Investment Bank lending are climate-proofed and tailored to the specific needs of the sector and that the Member States commit to proper funding;
Amendment 61
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, María Grapini, Rovana Plumb, István Ujhelyi

Draft opinion
Paragraph 4

4. Stresses that to ensure sufficient investment in sustainable transport infrastructure, it is essential that all relevant EU funds (the CEF, InvestEU, the European Structural and Investment Funds, etc.) and European Investment Bank lending are tailored to the specific needs of the sector and that the Member States commit to proper funding;

Amendment
4. Stresses that to ensure sufficient investment in sustainable transport infrastructure, it is essential that all relevant EU funds (the CEF, InvestEU, the European Structural and Investment Funds, etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit to proper funding; highlights that synergies across relevant Union programmes in areas such as transport, energy and digitalisation could be key to accelerate the advancement towards the development of smart and sustainable mobility at EU level;

Or. en

Amendment 62
Dominique Riquet

Draft opinion
Paragraph 4

4. Stresses that to ensure sufficient investment in sustainable transport infrastructure, it is essential that all relevant EU funds (the CEF, InvestEU, the European Structural and Investment Funds, etc.) and European Investment Bank lending are tailored to the specific needs of the sector and that the Member States commit to proper funding;

Amendment
4. Stresses that to ensure sufficient investment in sustainable transport infrastructure, it is essential that all relevant EU funds (the CEF, InvestEU, the European Structural and Investment Funds, etc.), European Investment Bank lending and other financial tools are tailored to the specific needs of the sector and that the Member States commit to proper funding;
4. Stresses that to ensure sufficient investment in sustainable transport infrastructure, it is essential that all relevant EU funds (the CEF, InvestEU, the European Structural and Investment Funds, etc.) and European Investment Bank lending are tailored to the specific needs of the sector and that the Member States commit to proper funding;
European Commission for periodic supervision of the financed projects, in order to ensure that they comply with the principles established in the Green Deal.

Amendment 65
Maria Grapini, Isabel García Muñoz, Petar Vitanov, Rovana Plumb, César Luena

Draft opinion
Paragraph 4 a (new)

Draft opinion Amendment

4 a. Believes that Member States must receive financial support according to their specific needs in order to be able to create the necessary infrastructure to achieve climate and connectivity goals, so that no one and no region is left behind;

Amendment 66
Marian-Jean Marinescu

Draft opinion
Paragraph 4 a (new)

Draft opinion Amendment

4 a. Considers that adaptation of infrastructure to new mobility patterns and types of vehicles should be a priority. The EU should encourage automation and sustainability of road transport, including freight transport. Calls for a road-map for road infrastructure aligned with the automotive industry emission-reduction road-map.
Amendment 67
Isabel García Muñoz, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, César Luena

Draft opinion
Paragraph 4 a (new)

Draft opinion

4 a. Underlines that the reform of EU own resources system would have immediate economic and policy benefits as of 2021; asks the European Commission to put forward concrete legislative proposals on EU’s new own resources system, including among others, the extension of the Emissions Trading System to the maritime and aviation sectors and the establishment of a Carbon Border Adjustment Mechanism; suggests these new EU sources of revenue could be redirected to achieve the goals set by the European Green Deal, such as accelerating the shift to sustainable and smart mobility;

Or. en

Amendment 68
João Ferreira

Draft opinion
Paragraph 4 a (new)

Draft opinion

4 a. Recalls that the proposed new funds, within the scope of the European Green Deal, must provide for a territorial dispersion of investments (from agricultural and industrial production to energy production hubs), guaranteeing territorial cohesion and a balanced occupation of the territory, promoting convergence and avoiding the divergence between Member States;

Or. en
4 b. Acknowledge that the navigability of European inland waterways needs significant improvements. Calls for dedicated financing needs to be set up in several funding instruments, such as the Connecting Europe Facility, Cohesion Funds, or with the participation of the European Investment Bank.

4 c. Calls for support of the IMO’s ‘Initial Strategy’ and a clear strategy, including benchmarks for reducing emissions rules, for the EU maritime sector.
disposal several tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States should earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

disposal sufficient tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the European Commission should propose the expansion of current tools such as the ETS and propose new ones such as a border adjustment carbon tax in line with the "polluter pays" principle to further reduce emissions and foster investment in the sustainability of the relevant transport modes;

Amendment 72
Henna Virkkunen

Draft opinion
Paragraph 5

5. Considers that the EU and the Member States already have at their disposal several tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States should earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

Or. en

Amendment 73
João Ferreira

Draft opinion
Paragraph 5

5. Considers that the EU and the Member States already have at their disposal several tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States should earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

Or. en
disposal several tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States should earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

disposal several tools for ensuring that the transport sector contributes to decarbonisation, namely through Structural and Investments Funds, taking into account that these funds must be strongly reinforced, the access to them should be more flexible and less conditional to Member-States and that they should work more in favour of strategic interests of regions (namely the sustainable development of the transport sector) than of the EU objectives;

Amendment 74
Kathleen Van Brempt, Isabel García Muñoz, Vera Tax

Draft opinion
Paragraph 5

5. Considers that the EU and the Member States already have at their disposal several tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States should earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

5. Considers that the EU and the Member States already have at their disposal several tools to encourage the transport sector to contribute to decarbonisation; however stresses that these are highly insufficient to ensure the sector's compliance with the goals of the Green Deal and climate neutrality by 2050; strongly believes in this respect that, amongst other measures, the aviation and maritime sector need to be included in the EU Emissions Trading System and that Member States should earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

Amendment 75
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, István Ujhelyi, César Luena
5. Considers that the EU and the Member States already have at their disposal several tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States should earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

5. Encourages the EU and the Member States to maximize the use of the available tools at their disposal for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States should earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

Or. en

Amendment 76
Dominique Riquet

Draft opinion
Paragraph 5

5. Considers that the EU and the Member States already have at their disposal several tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States should earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

5. Considers that the EU and the Member States already have at their disposal several tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States shall earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

Or. en

Amendment 77
Andor Deli
Paragraph 5

**Draft opinion**

5. Considers that the EU and the Member States already have at their disposal several tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States **should** earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

**Amendment**

5. Considers that the EU and the Member States already have at their disposal several tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States **may** earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

Or. en

Amendment 78
Angel Dzhambazki

**Draft opinion**

**Paragraph 5**

**Draft opinion**

5. Considers that the EU and the Member States already have at their disposal several tools for ensuring that the transport sector contributes to decarbonisation; **strongly** believes in this respect that the Member States **should** earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

**Amendment**

5. Considers that the EU and the Member States already have at their disposal several tools for ensuring that the transport sector contributes to decarbonisation; believes in this respect that the Member States **could** earmark **where possible** revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;

Or. en

Amendment 79
Maria Grapini, Isabel García Muñoz, Petar Vitanov, Rovana Plumb, César Luena

**Draft opinion**

**Paragraph 5**

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5. Considers that the EU and the Member States already have at their disposal several tools for ensuring that the transport sector contributes to decarbonisation; strongly believes in this respect that the Member States should earmark revenue from taxes or fees and the EU Emissions Trading System related to transport to foster investment in the sustainability of the relevant transport modes;
5 a. Considers that a revision of state aid rules for airports is also necessary, to reduce the number of multi-leg flights between European destination, thereby significantly plummeting emissions and travel time, while increasing efficiency.

Amendment 82
Marian-Jean Marinescu
Draft opinion
Paragraph 5 b (new)

5 b. Call for a parallel evaluation of using ETS in transport or applying legislative measures including benchmarks for implementation of new sustainable technologies.

Amendment 83
João Ferreira
Draft opinion
Paragraph 6

6. Calls on the Commission to boost the use of InvestEU for transport and tourism.

6. Calls on the Commission to boost public investment for transport and tourism.

Amendment 84
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, István Ujhelyi, César Luena
Draft opinion
Paragraph 6

**Draft opinion**

6. Calls on the Commission to boost the use of InvestEU for transport and tourism.

**Amendment**

6. Calls on the Commission to boost the use of InvestEU for **sustainable** transport infrastructure and tourism; **welcomes the recent budget increase of InvestEU programme proposed in the New Generation EU**; considers it a key opportunity to provide smart investment and support Union policies such as the shift to smart and sustainable mobility within the European Green Deal by promoting sustainable infrastructures projects and by giving crucial support to companies, SMEs, investors and workers of the transport sector;

Or. en

Amendment 85
Kathleen Van Brempt, Isabel García Muñoz, Vera Tax

**Draft opinion**

Paragraph 6

**Draft opinion**

6. Calls on the Commission to boost the use of InvestEU for transport and tourism.

**Amendment**

6. Calls on the Commission to boost the use of InvestEU for **further developing** transport and tourism **in full respect of environmental and social standards.**

Or. en

Amendment 86
Maria Grapini, Isabel García Muñoz, Petar Vitanov, Rovana Plumb

**Draft opinion**

Paragraph 6

**Draft opinion**

6. Calls on the Commission to boost the use of InvestEU for transport and

**Amendment**

6. Calls on the Commission to boost the use of InvestEU for **the development of**
Amendment 87
Ciarán Cuffe
on behalf of the Greens/EFA Group

Draft opinion
Paragraph 6

6. Calls on the Commission to boost the use of InvestEU for transport and tourism.

Amendment

6. Calls on the Commission to boost the use of InvestEU for transport and tourism. Reiterates that the provisional agreement on the regulation setting up the InvestEU Programme contains a general provision - applicable to all transport-related financing - ensuring that "Projects that are inconsistent with the achievement of the climate objectives shall not be eligible for support" and that financing and investment operations "shall be screened to determine if they have an environmental, climate or social impact and if so, shall be subject to climate, environmental and social sustainability proofing".
comprehensive understanding of all short- and long-term external costs, guided by the recent study on externalities and cost internalisation commissioned by the Commission, which revealed that the overall size of transport external costs is estimated to be close to EUR 1 000 billion annually.  

_________________


Or. en

Amendment 89
Sara Cerdas

Draft opinion
Paragraph 6 a (new)

Draft opinion

6 a. Calls on the European Commission to work closely with the Member States, and to take into account the specificities of the Outermost Regions, in order to guarantee a minimization of the negative effects with the conversion of the tourism and transport sector;

Or. en

Amendment 90
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment
6 a. Welcomes the incorporation of the new strategic European investment policy window in InvestEU programme; highlights it comprises key investment opportunities to activities within the EU of strategic importance, particularly in view of the green and digital transitions and of enhanced resilience; considers this smart investment should incentivise European industrial leadership in strategic sectors and key value chains such as transport and logistics, including the aeronautical industry, as well as in the development of telematics application systems such as ERTMS; stresses the new strategic European investment policy window should also support activities related to sustainable and social inclusiveness as well as social resilience and employment initiatives in EU strategic sectors;

Or. en

Amendment 91
Caroline Nagtegaal, Izaskun Bilbao Barandica, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Dominique Riquet, Pierre Karleskind, Søren Gade

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6 a. calls on the Commission to include in the Just Transition Mechanism appropriate means to support the reconversion of industries whose finished products are incompatible with the target of a carbon-neutral Union;

Or. en

Amendment 92
Dorien Rookmaker

Draft opinion
(1) **Notes the risk of lack of control of the Sustainable Europe Investment Plan due to the large sums involved and the many entities managing different types of projects and programs.**

**Stresses the need for adequate control and therefore the importance of timely (t+1) reporting on all investments involved to increase the ability to monitor progress adequately by adding a structural control loop (PDCA).**

**Or. en**

Amendment 93
Dorien Rookmaker

(2) **Stresses the importance of a complete and working passenger rail network for the EU and the Green Deal and asks the Commission to allocate sufficient funding to connect all major cities in Europe.**

**Notes the importance of central coordination of a programme to establish a complete, working, affordable passenger rail network in the EU for all citizens of all member states.**

**Understands that financing one well managed programme for creating a European rail network is preferable to a lot of small rail projects that do not contributed to interconnectivity and Green Deal objectives.**

**Or. en**
Amendment 94
Caroline Nagtegaal, Izaskun Bilbao Barandica, José Ramón Bauzá Díaz, Dominique Riquet, Søren Gade

Draft opinion
Paragraph 6 b (new)

Draft opinion

6 b. urges the Commission to provide clarity for investors by setting out the resources for each instrument of the SIEP for the entire MFF period and by establishing the EU-wide sustainability taxonomy by the end of 2020; acknowledges however that investments in transitional forms of fuels that do not significantly harm the environment (such as (bio-)liquefied natural gas) as an investment that contributes to the goal of climate-neutral mobility. This corresponds to funding for a just transition across all EU regions;

Or. en

Amendment 95
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 6 b (new)

Draft opinion

6 b. Sustainable transport modes and sustainable mobility plans

Or. en

Amendment 96
Caroline Nagtegaal, Izaskun Bilbao Barandica, José Ramón Bauzá Díaz, Nicola Danti, Dominique Riquet, Pierre Karleskind, Søren Gade

Draft opinion
Paragraph 6 c (new)

Draft opinion

Amendment

6 c. stresses that flexible state aid rules are needed for the transition towards a climate-neutral transport and logistics sector (e.g. for green hydrogen projects), without disproportionately distorting the level playing field within Europe; urges the Commission to provide clarity on state support for sustainable transport projects;

Or. en

Amendment 97
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 6 c (new)

Draft opinion

Amendment

6 c. Stresses that the percentual increase in EU rail and maritime freight transport, as defined in the European Green Deal, needs of a concrete EU investment plan and EU concrete measures to manage better and to increase the capacity of railways and inland waterways; in the case of rail freight transport, it is crucial to count with financing for the maintenance and upgrading of the EU rail infrastructure, the elimination of bottlenecks, the bridging of missing links and the promotion of interoperability at EU level; maritime freight transport needs investment in research into new technologies to decarbonise the sector and in the development of zero-emission and green ships;

Or. en
Amendment 98
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 6 d (new)

6 d. Highlights the key role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail as established in the European Green Deal; stresses that the Shift2Rail undertaking plays a key role in overcoming technical obstacles and driving forward interoperability, with the aim, ultimately, of making rail transport cheaper, more efficient and more attractive contributing to reducing accidents and CO2 emissions; calls on the importance to increase the EU investment in ERA and the Shift2Rail in order to advance in the establishment of the Single European Railway Area;

Or. en

Amendment 99
Caroline Nagtegaal, Izaskun Bilbao Barandica, José Ramón Bauzá Díaz, Nicola Danti, Jan-Christoph Oetjen, Dominique Riquet, Pierre Karleskind, Søren Gade

Draft opinion
Paragraph 6 d (new)

6 d. Urges the Commission to accelerate and prioritize investments for infrastructural projects that are being executed: such as clean hydrogen, innovation in high-speed rail transport and inland waterway shipping, while mainstreaming mitigation and adaptation measures;
Amendment 100
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi

Draft opinion
Paragraph 6 e (new)

Draft opinion

Amendment

6 e. Recognises that the European Green Deal investment plan has a great potential to include sustainable transport as a strategic mean to achieve carbon neutrality; underlines that collective passenger transport, as one of the fastest and most cost-efficient way to decarbonise people’s mobility, should be at the core of the EU financing of the green transition;

Or. en

Amendment 101
Caroline Nagtegaal, Izaskun Bilbao Barandica, José Ramón Bauzá Díaz, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Pierre Karleskind, Dominique Riquet, Søren Gade

Draft opinion
Paragraph 6 e (new)

Draft opinion

Amendment

6 e. Highlights that the transport and logistics sector is comprised largely out of micro-enterprises and SMEs; therefore urges the Commission to give special attention to these types of enterprises, e.g. by providing better access to funding and retraining of employees;

Or. en

Amendment 102
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi
Draft opinion
Paragraph 6 f (new)

Draft opinion

6 f. Highlights that the collective passenger transport sector has been severely affected by the Covid-19 crisis; stresses that financing and grants to the collective passenger sector are critical to overcome the looming recession and achieve the long-run sustainability goals foreseen by the European Green Deal; in this regard, that suitable resources should be transferred to the relevant EU funds and dedicated for collective passenger transport mobility - such as buses, coaches and trains; calls on the EU Commission to cooperate with Member States to ensure financing solutions for collective passenger transport modes are included as a priority in their national recovery plans;

Or. en

Amendment 103
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 6 g (new)

Draft opinion

6 g. Stresses that investment in public transport is central to sustainable urban mobility, as well as for sustainable rural mobility, in order to promote environmentally, climatically and economically sustainable societies and to tackle social exclusion and the negative trend of depopulation in isolated low-density areas; calls in this regard for increased support for transport
infrastructure and the promotion of public transport and sustainable mobility; highlights the importance to support multimodal ticketing system action plans;

Or. en

Amendment 104
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 6 h (new)

Draft opinion

Amendment

6 h. Considers a stronger articulation of urban transport financing with Sustainable Urban Mobility Plans (SUMPS) to be essential to boost the urban mobility transformation; calls the European Commission to cooperate with Member States to develop sustainable urban mobility plans and policies, including the support for efficient public transport systems and active mobility solutions such as walking and cycling and the promotion of accessibility and multimodality among the different modes of transport, at the same time balanced socio-economic arrangements are guaranteed to ensure inclusiveness and affordability among EU citizens;

Or. en

Amendment 105
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi

Draft opinion
Paragraph 6 i (new)

Draft opinion

Amendment
6 i. Highlights that innovation and digitalisation play a key role in the decarbonisation of the civil aviation sector, including the civil aeronautics industry, in line with the ambitions of the European Green Deal; recalls, in particular, the role of Clean Sky 2 and SESAR Joint Undertakings in ensuring net accelerations in green technologies aimed to improve safety and to reduce the CO2 and greenhouse gas emissions, as well as the noise levels produced by aircraft; calls on the European Commission to develop and support an EU investment roadmap for aviation and aeronautics to trigger innovation towards sustainable aviation, including research in alternative fuels, with the view of preserving competitiveness and maintaining Europe's leadership.

Or. en

Amendment 106
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi

Draft opinion
Paragraph 6 j (new)

6 j. Considers that there is a need for EU financing to guarantee the deployment of zero-emission vehicles at EU level; EU funds should ensure the transformation of the automotive industry towards climate neutrality by supporting the renewal of vehicle fleets both public and private, the increase in the production and deployment of sustainable alternative fuels and of recharging points, and the promotion of ecological scrappage schemes; highlights EU funds should also address the needed upskilling and reskilling of workers of the automotive industry to adapt to the new innovation, sustainability and digitalisation demands.
of the sector;

Amendment 107
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi

Draft opinion
Paragraph 6 k (new)

Draft opinion
Amendment

6 k. Calls on Member States to include the transport industry as priority in their national recovery plans to ensure they can have major access to the resources allocated from different initiatives set by the European Recovery Plan; further calls on Member States to support rail investment in their national action plans in line with the European Green Deal's goals; asks the European Commission to cooperate with Member States by mapping smart investment initiatives for the sustainable and resilient recovery of the sector;

Amendment 108
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodriguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 6 l (new)

Draft opinion
Amendment

6 l. Investing in road safety standards

Or. en
Amendment 109
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 6 m (new)

Draft opinion

Amendment

6 m. Highlights that EU funding is an important lever to invest in innovative and smart road safety solutions and accelerate the delivery of road safety results across the EU; calls on the European Commission to safeguard and increase investments on road safety at EU level, particularly in cost effective actions such as enforcement, road infrastructure maintenance and upgrades through the TEN-T network and beyond, the upgrading of the safety vehicle fleets - both public and private- as part of procurement, adaptation of road signalling and marking, as well as investment in bike lanes and pedestrian high risk zones;

Or. en

Amendment 110
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 6 n (new)

Draft opinion

Amendment

6 n. Sustainable tourism

Or. en

Amendment 111
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-
Draft opinion
Paragraph 6 o (new)

Amendment

6 o. Underlines the need of financial support for innovative, socioeconomic and environmental sustainable tourism initiatives to enable the tourism sector to advance towards climate neutrality and sustainability; asks the European Commission to develop and "EU Roadmap for Sustainable and Resilient Tourism" to boost the investment in innovative and digitalisation measures such as circular economy initiatives in the tourism sector;

Or. en

Amendment 112
Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi, César Luena

Draft opinion
Paragraph 6 p (new)

Amendment

6 p. Insists on the creation and introduction of a specific budget allocation for sustainable tourism as clearly stated in the European Parliament's position on the Multiannual Financial Framework 2021-2027 and reiterates that several significant steps have to be taken in order to prepare the third largest economic branch of the European Union meet the conditions of the European Green Deal;

Or. en
<table>
<thead>
<tr>
<th>Amendment 113</th>
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<tr>
<td>Isabel García Muñoz, Johan Danielsson, Petar Vitanov, Vera Tax, Inma Rodríguez-Piñero, Kathleen Van Brempt, Maria Grapini, Rovana Plumb, István Ujhelyi</td>
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**Draft opinion**  
**Paragraph 6 q (new)**

<table>
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<th>Amendment</th>
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<tbody>
<tr>
<td>6 q. Underlines that the new initiative REACT-EU programme, in the framework of the European Recovery Plan, should support the financing of the recovery of the tourism sector, and ensure that crisis repair measures are adapted accordingly.</td>
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**Draft opinion**  
**Paragraph 6 r (new)**

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<th>Amendment</th>
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<tr>
<td>6 r. Calls on the European Commission to provide companies and SMEs of the EU tourism and travel sector with guidance on how to access the available EU funding and investment programmes for the recovery and sustainable transformation of the sector;</td>
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</tr>
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**Draft opinion**  
**Paragraph 6 s (new)**
Draft opinion

Amendment

6 s. Calls on Member States to include the tourism and travel sector as priority in their national recovery plans to ensure they can have major access to the resources allocated from different initiatives set by the European Recovery Plan; asks the European Commission to cooperate with Member States and to exchange best practices on financing and funding opportunities for the sector.

Or. en