AMENDMENTS
1 - 48

Draft opinion
Marian-Jean Marinescu
(PE654.050v01-00)

General budget of the European Union for the financial year 2021 - all sections
(2020/1998(BUD))
Amendment 1
Leila Chaibi

Draft opinion
Recital A

Draft opinion

A. Whereas the Union transport sector is essential for Union’s economic, social and environmental development and its sustainability and for ensuring the territorial accessibility and connectivity of all regions of the Union;

Amendment

A. Whereas the Union transport sector is essential for Union’s economic, social and environmental development and its sustainability and for ensuring the territorial accessibility and connectivity of all regions of the Union; stresses that, till the beginning of the Covid-19 pandemic, transport was the main economic sector where greenhouse gas emissions were still growing;

Or. en

Amendment 2
Isabel García Muñoz, Rovana Plumb, Boguslaw Liberadzki, Inma Rodríguez-Piñero, Josianne Cutajar, Sara Cerdas, Maria Grapini, César Luena, Marianne Vind

Draft opinion
Recital A

Draft opinion

A. Whereas the Union transport sector is essential for Union’s economic, social and environmental development and its sustainability and for ensuring the territorial accessibility and connectivity of all regions of the Union;

Amendment

A. Whereas the Union transport sector is essential for Union’s economic, social and environmental development and its sustainability and for ensuring the territorial accessibility and connectivity of all regions of the Union, with particular attention for peripheral, rural, insular and outermost regions;

Or. en

Amendment 3
Isabel García Muñoz, Rovana Plumb, Boguslaw Liberadzki, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena, Marianne Vind
Draft opinion
Recital B

Draft opinion

B. Whereas transport will be key to achieving climate neutrality by 2050 and any significant contribution from the transport sector to this goal will require enormous financial investments;

Amendment

B. Whereas transport will be key to achieving climate neutrality by 2050 and any significant contribution from the transport sector to this goal will require enormous public and private financial investments on EU and national level in order to accelerate the shift to sustainable, safe, smart, interoperable, multimodal mobility;

Or. en

Amendment 4
Daniel Freund

Draft opinion
Recital B

Draft opinion

B. Whereas transport will be key to achieving climate neutrality by 2050 and any significant contribution from the transport sector to this goal will require enormous financial investments;

Amendment

B. Whereas transport accounts for at least a quarter of the Union’s greenhouse gas emissions and hence will be key to achieving climate neutrality by 2050, and any significant contribution from the transport sector to this goal will require enormous financial investments

Or. en

Amendment 5
Leila Chaibi

Draft opinion
Recital B

Draft opinion

B. Whereas transport will be key to achieving climate neutrality by 2050 and any significant contribution from the

Amendment

B. Whereas transport will be key to achieving 70% greenhouse gas emissions reduction by 2030 and climate neutrality
transport sector to this goal will require enormous financial investments; by 2040 and any significant contribution from the transport sector to this goal will require enormous financial investments to sustainable transport modes;

Amendment 6
Mario Furore, Laura Ferrara

Draft opinion
Recital B

Draft opinion

B. Whereas transport will be key to achieving climate neutrality by 2050 and any significant contribution from the transport sector to this goal will require enormous financial investments;

Or. en

Amendment

B. Whereas transport will be key to achieving climate neutrality at the earliest and by 2050 at the latest and any significant contribution from the transport sector to this goal will require enormous financial investments;

Or. en

Amendment 7
José Ramón Bauzá Díaz, Dominique Riquet, Caroline Nagtegaal, Jan-Christoph Oetjen, Elsi Katainen, Nicola Danti, Clotilde Armand

Draft opinion
Recital B

Draft opinion

B. Whereas transport will be key to achieving climate neutrality by 2050 and any significant contribution from the transport sector to this goal will require enormous financial investments;

Amendment

B. Whereas transport will be key to achieving climate neutrality by 2050 and any significant contribution from the transport sector to this goal will require considerable and sector-specific financial investments;

Or. en

Amendment 8
Isabel García Muñoz, Rovana Plumb, Boguslaw Liberadzki, Inma Rodríguez-Piñero,
C. Whereas the transport and tourism sectors are among the most hardly hit by the recent COVID-19 crisis; whereas transport has proven vital to providing all necessary goods to the Union population amidst the crisis;

C. Whereas the transport and tourism sectors are among the most hardly hit by the recent COVID-19 crisis; whereas transport has proven vital to providing all necessary goods, including medical and sanitary equipment to the Union population amidst the crisis; whereas the recovery of the transport and tourism sectors are key to well-functioning of the EU internal market, as well as for connectivity and competitiveness in the EU;

Or. en

Amendment 9
Clotilde Armand

C a. Whereas transport plays a crucial role in the economic recovery of the EU and has proven to be particularly essential in delivery of emergency help during COVID-19 crisis; whereas the EU’s capacity to respond in a crisis situation heavily depends on a developed and modern infrastructure that needs to be extended to remote and sparsely populated areas;

Or. en

Amendment 10
José Ramón Bauzá Díaz, Dominique Riquet, Caroline Nagtegaal, Jan-Christoph Oetjen, Elsi Katainen, Nicola Danti
Whereas transport sector is estimated to experience one of the largest losses in real gross value added in 2020 (approx. 20%); whereas tourism ecosystem is estimated to experience the largest losses in equity losses in 2020 (approx. 171bn, 26.4% of the total ecosystems losses) and represents 22% of the investment needs;

Whereas it is essential to guarantee that European citizens do not fall victims of the transportation cost increases related to pandemic;

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 and with a pathway compatible with the objective of limiting global warming to under 1,5°C shall not be eligible for support under the EU Budget.

Amendment 13
Daniel Freund

Draft opinion
Paragraph 1 b (new)

Draft opinion

1 b. 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

Amendment 14
José Ramón Bauzá Díaz, Dominique Riquet, Caroline Nagtegaal, Jan-Christoph Oetjen, Elsi Katainen, Nicola Danti

Draft opinion
Paragraph 2

2. [02 03 01] Reiterates 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 and in achieving the goals of the Green Deal; Considers unacceptable the drastic reductions in commitments for the Energy and Digital branches of the CEF and the global reduction of the CEF budget resulting from these cuts; Considers that the increase in the CEF transport budget is the step in the right direction but insufficient in view of the needs of the sector; Therefore requests a budget in line with the European Parliament position on MFF\(^1\); 

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2. [02 03 01] Reiterates 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 and in achieving the goals of the Green Deal; Considers unacceptable the drastic reductions in commitments for the Energy and Digital branches of the CEF and the global reduction of the CEF budget resulting from these cuts; Considers that the increase in the CEF transport budget is the step in the right direction but insufficient in view of the needs of the sector; Therefore requests a budget in line with the European Parliament position on MFF\(^1\); \textit{recalls that the CEF’s short-, mid- and long-term planning of spending should take into consideration a result-oriented approach and seek for an EU added value}; 

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Amendment 15
Isabel García Muñoz, Rovana Plumb, Boguslaw Liberadzki, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena, Marianne Vind

Draft opinion
Paragraph 2

2. [02 03 01] Reiterates 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 and in achieving the goals of the Green Deal; Considers unacceptable the drastic reductions in commitments for the Energy and Digital branches of the CEF and the global reduction of the CEF budget resulting from these cuts; Considers that the increase in the CEF transport budget is the step in the right direction but insufficient in view of the needs of the sector; Therefore requests a budget in line with the European Parliament position on MFF¹.

¹ 17,746 bn euros for 2021-2027 in 2018 prices (an average of 2,542 billion euros per year).
2. [02 03 01] Reiterates 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 and in achieving the goals of the Green Deal; Considers unacceptable the drastic reductions in commitments for the Energy and Digital branches of the CEF and the global reduction of the CEF budget resulting from these cuts; Considers that the increase in the CEF transport budget is the step in the right direction but insufficient in view of the needs of the sector; Therefore requests a budget in line with the European Parliament position on MFF¹;
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 and in achieving the goals of the Green Deal; Considers unacceptable the drastic reductions in commitments for the Energy and Digital branches of the CEF and the global reduction of the CEF budget resulting from these cuts; 

Considers that the increase in the CEF transport budget is the step in the right direction but insufficient in view of the needs of the sector; **Therefore requests a budget in line with the European Parliament position on MFF**

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1 17,746 bn euros for 2021-2027 in 2018 prices (an average of 2,542 billion euros per year).  

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**Amendment 18**

Leila Chaibi

**Draft opinion**

**Paragraph 2**

**Draft opinion**

2. [02 03 01] **Reiterates 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 and in achieving the goals of the Green Deal; Considers unacceptable the drastic reductions in commitments for the Energy and Digital branches of the CEF and the global reduction of the CEF budget resulting from these cuts;** Considers that the increase in the CEF

**Amendment**

2. [02 03 01] **Notes the 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 and in achieving the goals of the Green Deal; underlines that the sustainability of financed projects shall be enhanced through life cycle assessments which take into account all negative externalities;** Considers that the increase in the CEF transport budget is the step in the
transport budget is the step in the right direction but insufficient in view of the needs of the sector; Therefore requests a budget in line with the European Parliament position on MFF\(^1\);

\[\text{1 17,746 bn euros for 2021-2027 in 2018 prices (an average of 2,542 billion euros per year).}\]

Amendment 19
Mario Furore, Laura Ferrara

Draft opinion
Paragraph 3 a (new)

\[\text{Draft opinion} \quad \text{Amendment} \]

3 a. \textit{Asks that, 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;}\n
Or. en

Amendment 20
José Ramón Bauzá Díaz, Dominique Riquet, Caroline Naggtegaal, Jan-Christoph Oetjen, Elsi Katainen

Draft opinion
Paragraph 3 a (new)

\[\text{Draft opinion} \quad \text{Amendment} \]

3 a. \textit{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;

Amendment 21
José Ramón Bauzá Díaz, Dominique Riquet, Caroline Nagtegaal, Jan-Christoph Oetjen, Elsi Katainen, Nicola Danti

Draft opinion
Paragraph 4

4. [new] Regrets the absence of a specific allocation and specific programme for sustainable tourism, including the allocation of a budget of EUR 300 million as requested by the European Parliament; Requests that this allocation be added in order to take into consideration a sector that has strong links to transport, has been severely hit by the COVID-19 crisis and is very important for the Union economy;

Amendment

4. [new] Regrets Commission’s unwillingness to present a specific allocation and specific programme for sustainable tourism at European level, including the allocation of a budget of EUR 300 million as repeatedly and regularly requested by the European Parliament; Requests that this allocation should be added in order to take into consideration a sector that has strong links to transport, has been severely hit by the COVID-19 crisis and is very important for the EU economy, competitiveness, employment and social development;

Amendment 22
Isabel García Muñoz, Rovana Plumb, Boguslaw Liberadzki, Inma Rodríguez-Piñero, Josianne Cutajar, Sara Cerdas, Maria Grapini, César Luena

Draft opinion
Paragraph 4

4. [new] Regrets the absence of a specific allocation and specific programme

Amendment

4. [01 20 03 00] Regrets the absence of a specific allocation and specific
for sustainable tourism, including the allocation of a budget of EUR 300 million as requested by the European Parliament; Requests that this allocation be added in order to take into consideration a sector that has strong links to transport, has been severely hit by the COVID-19 crisis and is very important for the Union economy;

programme for sustainable tourism, including the allocation of a budget of EUR 300 million as requested by the European Parliament; reiterates the need to create a new budget line in order to take into consideration the important role of tourism for competitiveness and employment in the EU transport sector which has been severely hit by the COVID-19 crisis and is very important for the Union economy;

Or. en

Amendment 23
Isabel García Muñoz, Rovana Plumb, Boguslaw Liberadzki, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena

Draft opinion
Paragraph 5

5. Deeply regrets that the new commission’s proposal for MFF foresees a 75 % reduction in commitments for military mobility under the transport pillar, limiting de facto this new policy objective of the Union to merely symbolic actions; requests the initial level to be restored and the level of commitments for 2021 to be set accordingly;

Amendment

5. [13 04 01] Deeply regrets that the new commission’s proposal for MFF foresees a 75 % reduction in commitments for military mobility under the transport pillar, which aims to adapt parts of the TEN-T networks for a dual use of the transport infrastructure in view of improving both civilian and military mobility; this reduction, limits de facto this new policy objective of the Union to merely symbolic actions; requests the initial level to be restored and the level of commitments for 2021 to be set accordingly;

Or. en

Amendment 24
Leila Chaibi

Draft opinion
Paragraph 5
5. **Deeply regrets that** the new commission’s proposal for MFF foresees a 75 % reduction in commitments for military mobility under the transport pillar, *limiting de facto this new policy objective of the Union to merely symbolic actions*; *requests the initial level to be restored and the level of commitments for 2021 to be set accordingly*;

Amendment

**5. Welcome that** the new commission’s proposal for MFF foresees a 75 % reduction in commitments for military mobility under the transport pillar;

Or. en

Amendment 25
Mario Furore, Laura Ferrara

Draft opinion
Paragraph 5

**Draft opinion**

5. **Deeply regrets that** the new commission’s proposal for MFF foresees a 75 % reduction in commitments for military mobility under the transport pillar, *limiting de facto this new policy objective of the Union to merely symbolic actions*; *requests the initial level to be restored and the level of commitments for 2021 to be set accordingly*;

**Amendment**

5. **Takes note of** the new commission’s proposal for MFF foresees a 75 % reduction in commitments for military mobility under the transport pillar;

Or. en

Amendment 26
Daniel Freund

Draft opinion
Paragraph 5

**Draft opinion**

5. **Deeply regrets that** the new commission’s proposal for MFF foresees a 75 % reduction in commitments for military mobility under the transport pillar,

**Amendment**

5. **Welcomes** that the new commission’s proposal for MFF foresees a 75 % reduction in commitments for military mobility under the transport pillar,
limiting de facto this new policy objective of the Union to merely symbolic actions; requests the initial level to be restored and the level of commitments for 2021 to be set accordingly;

Or. en

Amendment 27
Isabel García Muñoz, Rovana Plumb, Boguslaw Liberadzki, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena

Draft opinion
Paragraph 6

6. Notes with satisfaction the important surge in investment due to the EUR 9,645 billion contribution from the Next Generation EU to InvestEU in 2021;

Amendment

6. [02 01 01] Notes with satisfaction the important surge in investment due to the EUR 9,645 billion contribution from the Next Generation EU to InvestEU in 2021; welcomes the incorporation of the new strategic European investment policy window in InvestEU programme which includes key investment opportunities for the transport and logistics sectors of the EU; however; deeply regrets the suggested cuts on MFF and Next Generation EU for the InvestEU programme recently adopted by Council, which could have an impact on budget 2021;

Or. en

Amendment 28
José Ramón Bauzá Díaz, Dominique Riquet, Caroline Nagtegaal, Jan-Christoph Oetjen, Elsi Katainen, Nicola Danti, Clotilde Armand

Draft opinion
Paragraph 6

6. Notes with satisfaction the important surge in investment due to the EUR 9,645 billion contribution from the

Amendment

6. Notes with satisfaction the important surge in investment due to the EUR 9,645 billion contribution from the
Next Generation EU to InvestEU in 2021; 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, tourism and digitalisation;

Or. en

Amendment 29
Marian-Jean Marinescu
Draft opinion
Paragraph 6

6. Notes with satisfaction the important surge in investment due to the EUR 9,645 billion contribution from the Next Generation EU to InvestEU in 2021;

Amendment

6. Deeply regrets the very important reduction of the Next Generation EU contribution to InvestEU from EUR 30.3 billion to EUR 5.6 billion over the next MFF, as envisaged by the July European Council, with the contribution for 2021 melted down from EUR 9.645 billion to EUR [xyz] billion;

Or. en

Amendment 30
Isabel García Muñoz, Rovana Plumb, Boguslaw Liberadzki, Inma Rodríguez-Piñero, Josianne Cutajar, Sara Cerdas, Maria Grapini, César Luena, Marianne Vind
Draft opinion
Paragraph 6 a (new)

Draft opinion

6 a. [02 01 01] Highlights the importance of InvestEU programme in supporting the investment in sustainable and safe transport infrastructures,
mobility solutions and equipment and deployment of innovative technologies, including investment in multimodal transport hubs and road safety; reiterates InvestEU Programme should be key to support operations promoting innovative and digital and sustainable tourism;

Amendment 31
Isabel García Muñoz, Rovana Plumb, Boguslaw Liberadzki, Inma Rodríguez-Piñero, Josianne Cutajar, Sara Cerdas, Maria Grapini, César Luena

Draft opinion
Paragraph 6 b (new)

Draft opinion

Amendment

6 b. [09 03 01] Highlights the importance of the necessary investment for the transport sector under the Just Transition Fund to ensure a fair, inclusive and socially acceptable transition to climate neutrality where nobody is left behind; stresses the need to support the up- and reskilling of workers and jobseekers in the transport sector, productive and sustainable investment in SMEs, the investment in smart, and sustainable mobility, as well as environmentally-friendly transport infrastructure; however, deeply regrets the suggested cuts on MFF however; deeply regrets the suggested cuts on MFF and Next Generation EU for the Just Transition Fund recently adopted by Council, which could have an impact on budget 2021;

Amendment 32
Mario Furore, Laura Ferrara

Draft opinion
Paragraph 7

**Draft opinion**

7. Reiterates 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 Union spending;

**Amendment**

7. Reiterates 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 Union spending; *in particular stresses the importance to introduce a new own resource for the EU budget based on the European Union emissions trading system to promote mitigation and adaptation efforts in the Member States and to incentivise the reduction of emissions in line with the proposals of the Green Deal and the Paris accords;*

Or. en

**Amendment 33**

Leila Chaibi

**Draft opinion**

**Paragraph 7**

**Draft opinion**

7. Reiterates 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 Union spending;

**Amendment**

7. Reiterates the importance of a simpler, more efficient own resources system able to guarantee the adequate funding of Union spending;

Or. en

**Amendment 34**

José Ramón Bauzá Diaz, Dominique Riquet, Caroline Nagtegaal, Jan-Christoph Oetjen, Elsi Katainen, Nicola Danti

**Draft opinion**

**Paragraph 7**
Draft opinion

7. Reiterates 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 Union spending;

Amendment

7. Reiterates 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 and result-oriented funding of Union spending;

Or. en

Amendment 35
Isabel García Muñoz, Rovana Plumb, Boguslaw Liberadzki, Inma Rodríguez-Piñero, Josianne Cutajar, Sara Cerdas, Maria Grapini, César Luena

Draft opinion
Paragraph 8

Draft opinion

8. Reiterates the important role that European partnerships could play in improving the transport sector’s performance and safety and in fostering a reduction of transport emissions based on technological progress and rules; requests that such initiatives - for example the creation of a European partnership for the maritime sector - receive adequate funding in order to contribute to the aforementioned objectives;

Amendment

8. Reiterates the important role that European partnerships could play in improving the transport sector’s performance and safety and in fostering a reduction of transport emissions based on technological progress and rules; highlights that EU financing programmes such as Horizon Europe could play a key role in promoting partnerships with EU countries, the private sector, foundations and other stakeholders; requests that such initiatives - for example the creation of a European partnership for the maritime sector - receive adequate funding in order to contribute to the aforementioned objectives; however, deeply regrets the suggested cuts on MFF and Next Generation EU for the Horizon Europe research programme recently adopted by Council, which could have an impact on budget 2021;

Or. en

Amendment 36
8. Reiterates the important role that European partnerships could play in improving the transport sector’s performance and safety and in fostering a reduction of transport emissions based on technological progress and rules; requests that such initiatives - for example the creation of a European partnership for the maritime sector - receive adequate funding in order to contribute to the aforementioned objectives;

Amendment

8. Reiterates the important role that public-public partnerships could play in improving the transport sector’s performance and safety and in fostering a reduction of transport emissions based on a general reduction of passengers and goods transport and model change; requests that such initiatives receive adequate funding in order to contribute to the aforementioned objectives;

Or. en

Amendment 37
Daniel Freund

Draft opinion
Paragraph 8 a (new)

Draft opinion

8 a. 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; calls on the EIB to report on all steps of its transport policy revision to Parliament in a timely manner.

Amendment

8 a. 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; 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...
Amendment 38
Clotilde Armand

Draft opinion
Paragraph 8 a (new)

8 a. Underlines that poor quality of transport causes severe under-investment, regional disparities and inclusion gaps that adversely affect the business environment and jeopardise cohesion efforts. Insists therefore that investment is particularly needed in areas where transport infrastructure is in a precarious condition. Highlights that infrastructure underdevelopment is often caused by poor local institutional capacity and therefore the investment should be accompanied by substantial technical assistance and supervision from the EU;

Amendment 39
Mario Furore, Laura Ferrara

Draft opinion
Paragraph 9

9. [02 10 03] Regrets the decrease in the budget 2021 of the European Union Agency for Railways (ERA) whose role is crucial to achieving a lasting shift from road to rail; notes that such a decrease is particularly unfortunate since 2021 will be the European year of Rail;

9. [02 10 03] Takes note of the decrease in the budget 2021 of the European Union Agency for Railways (ERA) whose role is crucial to achieving a lasting shift from road to rail; recalls that 2021 will be the European year of Rail;
be the European year of Rail; *Therefore requests that the ERA budget be re-established in its 2020 level and that the percentage increase planned in the Draft budget for the following years apply from that limit;*

**Amendment 40**
Isabel García Muñoz, Rovana Plumb, Bogusław Liberadzki, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena

**Draft opinion**
**Paragraph 9**

*Draft opinion*  
9. [02 10 03] Regrets the decrease in the budget 2021 of the European Union Agency for Railways (ERA) whose role is crucial to achieving a lasting shift from road to rail; notes that such a decrease is particularly unfortunate since 2021 will be the European year of Rail; Therefore requests that the ERA budget be re-established in its 2020 level and that the percentage increase planned in the Draft budget for the following years apply from that limit;

**Amendment**

*Draft opinion*  
9. [02 10 03] Regrets the decrease in the budget 2021 of the European Union Agency for Railways (ERA) whose role is crucial to achieving a lasting shift from road to rail and to advance in the establishment of the Single European Railway Area; notes that such a decrease is particularly unfortunate since 2021 will be the European year of Rail; Therefore requests that the ERA budget be re-established in its 2020 level and that the percentage increase planned in the Draft budget for the following years apply from that limit;

**Amendment 41**
Daniel Freund

**Draft opinion**
**Paragraph 9 a (new)**

9 a. * Welcomes that the Commission launched a tender for a pilot project on the revitalisation of cross-border night
trains; Encourages the Commission to further promote the revitalisation of comfortable European night trains as a possible and sustainable alternative to short-distance flights and long-distance car travelling; Calls on the Commission to explore the options of possible combinations of the co-financing of the EuroVelo network with the comprehensive rail network

Amendment 42
Marian-Jean Marinescu

Draft opinion
Paragraph 10

Draft opinion

10. [02 10 01] Notes the slight increase in the European Union Aviation Safety Agency (EASA) budget for 2021; Requests that the subsequent increases be confirmed in the next MFF in order to allow for a stronger EASA;

Amendment

10. [02 10 01] Notes the slight increase in the European Union Aviation Safety Agency (EASA) budget for 2021 and beyond proposed by the European Commission for the MFF 2021-2027; reiterates that EASA is classified as a “European Strategic Investment” agency, which received in 2018 significant new core tasks; Recalls the strong performance and investment of resources of EASA within the “Green Deal” context (e.g. EASA Eco-label Programme) and the sanitary crisis-management in 2020 delivering the Aviation Health Protocol in close coordination with the ECDC to allow the restauration of safe air operations within the EU and worldwide; recalls also the EASA efforts i.e. activities on the green recovery of the EU aviation industry including the renewal of the airlines’ fleets by aircraft with the highest environmental certification requirements; recalls the importance of air transport and its infrastructures (e.g. airports) to ensure the interoperability with other means of transportation in particular with rail and
its added value in terms of connectivity with long-haul connections, peripheral regions, territories and islands; Requests that the subsequent increases be confirmed in the next MFF in order to allow for a stronger EASA;
Integrity Pacts under which third parties monitor their compliance with commitments to best practice and transparency

Amendment 45
Marco Campomenosi

Draft opinion
Paragraph 11 a (new)

Draft opinion

Amendment

11 a. stresses the need of rationalizing the use of the resources allocated to boost and develop the sectors of transport and tourism, as well as promoting a strong reduction of bureaucracy in order to cut the implementation times and costs for the European infrastructure network that is still unrealized.

Amendment 46
Marco Campomenosi

Draft opinion
Paragraph 11 b (new)

Draft opinion

Amendment

11 b. notes with concern the absence of any strong effort to boost the realization of the comprehensive network, which has a fundamental socioeconomic value especially for the peripheral areas where improving mobility is one of the key factors to avoid depopulation and economic decline.
Amendment 47
Marco Campomenosi

Draft opinion
Paragraph 11 c (new)

Draft opinion

11 c. notes with concern that the cross compliance related to the Green New Deal could prevent Member States and companies from having access to resources, even though the actual economic crisis due to the COVID-19’s pandemic requires a full and strong injection of liquidity to the enterprises.

Or. en

Amendment

Amendment

Amendment

11 c.  notes with concern that the cross compliance related to the Green New Deal could prevent Member States and companies from having access to resources, even though the actual economic crisis due to the COVID-19’s pandemic requires a full and strong injection of liquidity to the enterprises.

Or. en

Amendment 48
Marco Campomenosi

Draft opinion
Paragraph 11 d (new)

Draft opinion

11 d. deeply regrets the Council conclusions agreed by the Member States on 21 July 2020 pre-allocating EUR 1 384 from the general envelope of CEF to the completion of missing major cross-border railway links between cohesion countries in order to complete the Rail Baltica; recalls that CEF funding is based on the competitiveness of projects for the EU-27 and it is not dedicated to the Cohesion Countries only, therefore it is not possible to pre-allocate funds to a specific project of a limited number of Member States; calls the Parliament to confirm its position allocating the full amount of CEF for the EU-27.

Or. en