



**2020/2131(INI)**

4.9.2020

# **AMENDMENTS**

## **1 - 96**

**Draft opinion**

**João Ferreira**

(PE652.524v01-00)

A new strategy for European SMEs  
(2020/2131(INI))



**Amendment 1**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**

**Recital -A (new)**

*Draft opinion*

*Amendment*

***-A. whereas the transport sector is strategic for Member States' development, for their economic, social and territorial cohesion, for the functioning of the economy and for the mobility of people; whereas SMEs in these sectors face a number of operational constraints, including fuel costs, tolls or a lack of support infrastructure;***

Or. pt

**Amendment 2**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**

**Recital -A a (new)**

*Draft opinion*

*Amendment*

***-Aa. whereas the number of SMEs operating in the transport and tourism sectors has increased to one and two million, respectively, and are responsible for a total of more than 16 million direct jobs;***

Or. pt

**Amendment 3**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**

**Recital -A b (new)**

*Draft opinion*

*Amendment*

***-Ab. whereas the tourism sector is key for the economy in a number of Member States; whereas this sector is seasonal and deregulation leads to unfair competition;***

Or. pt

#### **Amendment 4**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

#### **Draft opinion**

**Recital -A c (new)**

*Draft opinion*

*Amendment*

***-Ac. whereas micro-, small- and medium-sized enterprises (MSMEs), both at national and EU level, are simultaneously very complex and heterogeneous given their size and the very diverse sectors of activity they cover, each with their own - and at times very different - dynamics, particularly the economic, financial, social or even political dynamics that characterise them;***

Or. pt

#### **Amendment 5**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

#### **Draft opinion**

**Recital -A d (new)**

*Draft opinion*

*Amendment*

***-Ad. whereas the vast majority of SMEs depend on the banking sector for funding;***

Or. pt

#### **Amendment 6**

**Cláudia Monteiro de Aguiar, Tomasz Frankowski**

**Draft opinion**  
**Recital A**

*Draft opinion*

A. whereas micro, small and medium-sized enterprises (SMEs) in the transport and tourism sectors are being most affected by the COVID-19 outbreak owing to the enforcement of mobility restrictions;

*Amendment*

A. whereas micro, small and medium-sized enterprises (SMEs) in the transport and tourism sectors are being most affected by the COVID-19 outbreak owing to the enforcement of mobility restrictions, ***giving grounds for a European Tourism Policy supported by a budget line in the next multiannual financial framework.***

Or. en

**Amendment 7**  
**Maria Grapini**

**Draft opinion**  
**Recital A**

*Draft opinion*

A. whereas micro, small and medium-sized enterprises (SMEs) in the transport and tourism sectors are being most affected by the COVID-19 outbreak owing to ***the enforcement of mobility restrictions;***

*Amendment*

A. whereas micro, small and medium-sized enterprises (SMEs) in the transport and tourism sectors are being most affected by the COVID-19 outbreak owing to ***mobility restrictions, and urgent steps must be taken in support of SMEs to help them emerge from this crisis;***

Or. ro

**Amendment 8**  
**Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Elissavet Vozemberg-Vrionidi, Sven Schulze, Brice Hortefeux, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Henna Virkkunen, Markus Ferber, Barbara Thaler**

**Draft opinion**  
**Recital A**

*Draft opinion*

A. whereas micro, small and medium-sized enterprises (SMEs) in the transport and tourism sectors are being most affected by the COVID-19 outbreak owing to the enforcement of mobility restrictions;

*Amendment*

A. whereas micro, small and medium-sized enterprises (SMEs) in the transport and tourism sectors are being most affected by the COVID-19 outbreak owing to the enforcement of mobility restrictions ***and health protocols concerning hospitality establishments***;

Or. en

**Amendment 9**  
**Karima Delli**

**Draft opinion**  
**Recital A**

*Draft opinion*

A. whereas micro, small and medium-sized enterprises (SMEs) in the transport and tourism sectors are being most affected by the COVID-19 outbreak owing to the enforcement of mobility restrictions;

*Amendment*

A. whereas micro, small and medium-sized enterprises (SMEs) ***and start-ups*** in the transport and tourism sectors are being most affected by the COVID-19 outbreak owing to the enforcement of mobility restrictions;

Or. en

**Amendment 10**  
**Josianne Cutajar**

**Draft opinion**  
**Recital A a (new)**

*Draft opinion*

*Amendment*

***Aa. Whereas SMEs in transport and tourism hold great potential for innovating both sectors, yet still suffer from burdensome bureaucratic procedures that, coupled with a lack of access to finance, does not allow them to effectively invest in digitalization, reskilling of labour and sustainability.***

**Amendment 11**

**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Markus Ferber**

**Draft opinion**

**Recital A a (new)**

*Draft opinion*

*Amendment*

***Aa. whereas a rapid restart of the transport sector is crucial for the economic recovery of Europe,***

**Amendment 12**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**

**Recital A a (new)**

*Draft opinion*

*Amendment*

***Aa. whereas the majority of SMEs live off and for national markets;***

**Amendment 13**

**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Markus Ferber**

**Draft opinion**

**Recital A b (new)**

*Draft opinion*

*Amendment*

***Ab. whereas micro, small and medium-sized enterprises (SMEs) make up the vast majority of businesses in the transport sector, and thus possess the greatest potential to create jobs and economic***

*progress;*

Or. en

**Amendment 14**

**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Markus Ferber**

**Draft opinion**

**Recital A c (new)**

*Draft opinion*

*Amendment*

*Ac. whereas small businesses are currently hindered by lack of internal market integration, regulation discrepancies and excessive administrative burdens;*

Or. en

**Amendment 15**

**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Markus Ferber**

**Draft opinion**

**Recital A d (new)**

*Draft opinion*

*Amendment*

*Ad. whereas European competitiveness is lagging behind other developed economies, threatening Europe's potential to generate wealth and prosperity;*

Or. en

**Amendment 16**

**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Markus Ferber**

**Draft opinion**

## Recital B

*Draft opinion*

**B.** *whereas, following the COVID-19 outbreak, inequality between Member States in terms of the support they are able to give their SMEs is likely to exacerbate distortions of competition on the single market between SMEs from different countries;*

*Amendment*

*deleted*

Or. en

## Amendment 17

Lucia Vuolo

**Draft opinion**

**Recital B**

*Draft opinion*

B. whereas, **following** the COVID-19 outbreak, inequality between Member States in terms of the support they **are** able to give their SMEs **is** likely to exacerbate distortions of competition on the single market between SMEs from different countries;

*Amendment*

B. whereas, **even before** the COVID-19 outbreak, **existing** inequality between Member States in terms of the support they **were** able to give their SMEs **was already an issue and is now** likely to exacerbate distortions of competition on the single market between SMEs from different countries;

Or. it

## Amendment 18

Maria Grapini

**Draft opinion**

**Recital B**

*Draft opinion*

B. whereas, following the COVID-19 outbreak, inequality between Member States in terms of the support they are able to give their SMEs is likely to exacerbate

*Amendment*

B. whereas, following the COVID-19 outbreak, inequality between Member States in terms of the support they are able to give their SMEs is likely to exacerbate

distortions of competition on the single market between SMEs from different countries;

distortions of competition on the single market between SMEs from different countries ***and would lead to fragmentation of the single market;***

Or. ro

#### **Amendment 19**

**Ilhan Kyuchyuk, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Dominique Riquet, Elsi Katainen, Nicola Danti**

#### **Draft opinion**

##### **Recital B**

##### *Draft opinion*

B. whereas, following the COVID-19 outbreak, ***inequality between*** Member States ***in terms of the*** support they are able to give their SMEs ***is likely to exacerbate*** distortions of competition on the single market ***between SMEs from different countries;***

##### *Amendment*

B. whereas, following the COVID-19 outbreak, Member States ***have to provide for the necessary*** support they are able to give ***to*** their SMEs, ***especially by taking advantage of the Flexibility of State Aid rules, without creating*** distortions of competition on the single market;

Or. en

#### **Amendment 20**

**Peter Lundgren, Robert Roos**

#### **Draft opinion**

##### **Recital B a (new)**

##### *Draft opinion*

##### *Amendment*

***Ba. whereas the economic crisis triggered by the pandemic has brought a considerable number of SMEs to the verge of insolvency; whereas the non-standard monetary measures from the European Central Bank (ECB) in response to the economic crisis help larger companies, as they rely more on the commercial debt market, but don't improve financial conditions for SMEs;***

**Amendment 21**

**Elena Kountoura, Kateřina Konečná, Anne-Sophie Pelletier**  
on behalf of the GUE/NGL Group

**Draft opinion**

**Recital B a (new)**

*Draft opinion*

*Amendment*

***Ba. whereas tourism is a complex sector of many stakeholders, in which mobility plays a crucial part; whereas 90% of the sector is made up of SMEs; whereas the COVID-19 crisis has hit SMEs the hardest; whereas as a consequence, the majority of tourism companies are facing a liquidity crisis;***

Or. en

**Amendment 22**

**Peter Lundgren, Robert Roos**

**Draft opinion**

**Recital B b (new)**

*Draft opinion*

*Amendment*

***Bb. whereas the financial and ‘irritation’ costs of compliance with overregulation is a drag on businesses; whereas costs and complexities of administrative procedures still represent a major obstacle for SMEs, whereas smart deregulation can increase creativity and innovation;***

Or. en

**Amendment 23**

**Peter Lundgren, Robert Roos**

**Draft opinion**  
**Recital B c (new)**

*Draft opinion*

*Amendment*

***Bc. whereas innovation does not start with regulation, it starts with entrepreneurs combining ideas and financing; whereas regulation should tackle specific issues like safety and pollution;***

Or. en

**Amendment 24**

**Ilhan Kyuchyuk, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Dominique Riquet, Caroline Nagtegaal, Nicola Danti**

**Draft opinion**  
**Recital C**

*Draft opinion*

*Amendment*

***C. whereas many SMEs in the transport sectors, such as those providing taxi and tourism services, have been seriously affected by unfair competition from multinational companies, so-called digital platforms that have managed to circumvent certain legal obligations imposed on other companies, thereby contributing to social dumping, workplace deregulation and the insolvency of many businesses;***

***deleted***

Or. en

**Amendment 25**

**Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Elissavet Vozemberg-Vrionidi, Sven Schulze, Brice Hortefeux, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Henna Virkkunen, Markus Ferber**

**Draft opinion**

## Recital C

### *Draft opinion*

C. whereas many SMEs in the transport sectors, such as those providing *taxi* and tourism services, have *been seriously affected by unfair competition from multinational companies, so-called digital platforms that have managed to circumvent certain legal obligations imposed on other companies, thereby contributing to social dumping, workplace deregulation and the insolvency of many businesses;*

### *Amendment*

C. whereas many SMEs in the transport sectors, such as those providing *passenger transport* and tourism services, have *to face serious* competition;

Or. en

## Amendment 26

Lucia Vuolo

### Draft opinion

#### Recital C

### *Draft opinion*

C. whereas many *SMEs in the* transport *sectors, such as those providing taxi* and tourism services, have been seriously affected by unfair competition from multinational companies, so-called digital platforms that have managed to circumvent certain legal obligations imposed on other companies, thereby contributing to social dumping, workplace deregulation and the insolvency of many businesses;

### *Amendment*

C. whereas many *EU-based private sector SMEs engaged in passenger and goods* transport, *especially by sea, or providing chauffeur, car-hire, taxi* and tourism services, have been seriously affected by *the sudden drop in demand for passenger transport, the lack of immediate economic and financial support measures and* unfair competition from multinational companies, so-called digital platforms that have managed to circumvent certain legal obligations imposed on other companies, thereby contributing to social dumping, workplace deregulation and the insolvency of many businesses;

Or. it

**Amendment 27**  
**Karima Delli**

**Draft opinion**  
**Recital C**

*Draft opinion*

C. whereas many SMEs in the transport sectors, such as those providing taxi and tourism services, have been seriously affected by unfair competition from multinational companies, so-called digital platforms that have managed to circumvent certain legal obligations imposed on other companies, thereby contributing to social dumping, workplace deregulation and the insolvency of many businesses;

*Amendment*

C. whereas many SMEs in the transport sectors, such as those providing ***active urban mobility***, taxi and tourism services, have been seriously affected by unfair competition from multinational companies, so-called digital platforms that have managed to circumvent certain legal obligations imposed on other companies, thereby contributing to social dumping, workplace deregulation and the insolvency of many businesses;

Or. en

**Amendment 28**  
**Karima Delli**

**Draft opinion**  
**Recital C a (new)**

*Draft opinion*

*Amendment*

***C a. whereas the COVID-19 crisis has revealed the importance of a clean air to reduce the degree of spread of pandemics; whereas transport and tourism are sectors which have an impact on the state of the environment; whereas SMEs and start-ups will play a crucial role in the transition towards sustainable transport and tourism;***

Or. en

**Amendment 29**  
**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**  
**Recital C a (new)**

*Draft opinion*

*Amendment*

***Ca. whereas the concentration of wealth by a small number of large firms, the abuse of market power, the overwhelming bargaining, financial and even political power wielded by these large corporations and the economic groups to which they belong, place strong constraints on SMEs;***

Or. pt

**Amendment 30**  
**Lucia Vuolo**

**Draft opinion**  
**Recital C a (new)**

*Draft opinion*

*Amendment*

***Ca. whereas SMEs in the tourism sector are still being heavily affected by the Coronavirus pandemic and have been forced to downsize staff and services both in coastal resorts that offer numerous seaside activities and in mountain areas;***

Or. it

**Amendment 31**

**Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Elissavet Vozemberg-Vrionidi, Sven Schulze, Brice Hortefeux, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Henna Virkkunen, Markus Ferber, Barbara Thaler**

**Draft opinion**  
**Recital C a (new)**

*Draft opinion*

*Amendment*

***Ca. whereas digital transformation***

*remains one of the greatest challenges  
that European SMEs are facing today;*

Or. en

### **Amendment 32**

**Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Elissavet Vozemberg-Vrionidi, Sven Schulze, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Henna Virkkunen, Markus Ferber, Barbara Thaler**

#### **Draft opinion**

#### **Recital C b (new)**

*Draft opinion*

*Amendment*

***Cb. whereas online platforms offer opportunities for SMEs: they allow them to create employment, grow, improve their operational efficiency, assure data security and better reach to consumers, and thus are crucial for their commercial success;***

Or. en

### **Amendment 33**

**Ilhan Kyuchyuk, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Dominique Riquet, Nicola Danti, Caroline Nagtegaal**

#### **Draft opinion**

#### **Paragraph 1**

*Draft opinion*

*Amendment*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of goods, ***as has the transport of workers in key sectors***; stresses that SMEs in the tourism sector are facing unprecedented

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the ***swift and smooth*** functioning of supply chains for various types of goods; ***Points out in that regard the importance of ensuring the reduction of bureaucracy for micro***

difficulties including a serious liquidity crisis due to the pandemic; stresses the importance of state *intervention to* shore up SMEs in difficulty, *ensuring job retention, the protection of earnings and respect for workers' rights*; underlines the need to step up support for SMEs in these sectors at EU level *and address the enormous inequalities resulting from different levels of national* support; calls on the Commission to monitor developments and assess the possibility of emergency support in addition to measures already announced, including funding and capitalisation, until tourist and transport flows have returned to their previous levels;

*enterprises and SMEs and the assessment of the implementation of all new EU legislation having a negative impact or disproportionately hindering micro and SMEs operators on the internal transport market*; Stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to the pandemic, *therefore calls on the Commission for a revised strategy for European SMEs, that would take into account the impact of COVID-19 on SMEs; furthermore, highlights the importance of taking into consideration the local, regional and national needs, in order to strengthen and to stimulate the business environment and to link it with the new industrial policy at EU level*;

Stresses the importance of state *measures to reduce the expenditure burdens and* shore up SMEs in difficulty, *therefore calls on the Commission and the Member States to consider appropriate financing instruments to help mitigate loss of income and encourages the coordination of best practices of the Member States in order to analyse which measures bring the most benefits to micro enterprises and SMEs in the tourism and transport sector*;

Underlines the need to step up support for SMEs in these sectors at EU level, *therefore calls on the Commission to put forward concrete initiatives for recovery, to support them by reducing red tape, reducing costs and administrative burdens for access to finance, and by fostering investments in strategic value chains in line with the European industrial policy; Further encourages the Commission to consider co-financing, together with Member States, cities or regional authorities of schemes, for example the provision of vouchers or discounts to the benefit of tourists with the aim to increase tourism spending in smaller, local businesses in tourism dependent regions*;

Calls on the Commission to monitor

developments and assess the possibility of emergency *and sector-specific* support in addition to measures already announced, including funding and capitalisation, until tourist and transport flows have returned to their previous levels; ***Member States should urgently support businesses, especially micro enterprises and SMEs, in making the necessary adjustments in order to comply with the constantly updated and changing health and safety requirements;***

Or. en

**Amendment 34**  
**Karima Delli**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of goods, as has the transport of workers in key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to the pandemic; stresses the importance of state intervention to shore up SMEs in difficulty, ensuring job retention, the protection of earnings and respect for workers' rights; underlines the need to step up support for SMEs in these sectors at EU level and address the enormous inequalities resulting from different levels of national support; calls on the Commission to monitor developments and assess the possibility of emergency support in addition to measures already announced, including funding and capitalisation, until

*Amendment*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of goods, as has the transport of workers in key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to the pandemic; stresses the importance of state intervention to shore up SMEs in difficulty, ensuring job retention, the protection of earnings and respect for workers' rights; underlines the need to step up support for SMEs in these sectors at EU level and address the enormous inequalities resulting from different levels of national support; calls on the Commission to monitor developments and assess the possibility of emergency support in addition to measures already announced, including funding and capitalisation, until

tourist and transport flows have returned to their previous levels;

tourist and transport flows have returned to their previous levels; ***considers that the support should also target and be conditional on the mid-term modernisation of their activities, with the aim of making them aligned with the latest EU climate and environmental objectives among other EU standards, such as working conditions;***

Or. en

**Amendment 35**  
**Sara Cerdas**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of goods, as ***has*** the transport of workers ***in*** key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to the pandemic; stresses the importance of state intervention to shore up SMEs in difficulty, ensuring job retention, the protection of earnings and respect for workers' rights; underlines the need to step up support for SMEs in these sectors at EU level ***and address*** the enormous inequalities resulting from different levels of national support; calls on the Commission to monitor developments and assess the possibility of emergency support in addition to measures already announced, including funding and capitalisation, until tourist and transport flows have returned to their previous levels;

*Amendment*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of goods, as ***well as*** the transport of workers ***from*** key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to the pandemic; stresses the importance of state intervention to shore up SMEs in difficulty, ensuring job retention, the protection of earnings and respect for workers' rights; underlines the need to step up support for SMEs in these sectors at EU level ***by addressing*** the enormous inequalities resulting from different levels of national support; calls on the Commission to monitor developments and assess the possibility of emergency support in addition to measures already announced, including funding and capitalisation, until tourist and transport flows have returned to their previous levels; ***warns, once again, of the importance of creating a financial***

*instrument to respond to future crises that the transport and tourism sectors may face, given their increased value for the development of Europe's economy;*

Or. pt

### **Amendment 36**

**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Markus Ferber**

#### **Draft opinion**

##### **Paragraph 1**

###### *Draft opinion*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy *and for business* of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of goods, as has the transport of workers in key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to the pandemic; stresses the importance of state *intervention* to shore up SMEs in difficulty, ensuring job retention, the protection of earnings and respect for workers' rights; underlines the need to *step up support for SMEs in these sectors at EU level and address the enormous inequalities resulting from different levels of national support; calls on the Commission to monitor developments and assess the possibility of emergency support in addition to measures already announced, including funding and capitalisation, until tourist and transport flows have returned to their previous levels;*

###### *Amendment*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of goods, as has the transport of workers in key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to the pandemic; stresses the importance of *Member State action* to shore up SMEs in difficulty, ensuring job retention, the protection of earnings and respect for workers' rights; underlines the need to *relieve the sector from administrative burdens and cost-driving regulation;*

Or. en

**Amendment 37**  
**Lucia Vuolo**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of goods, as has the transport of workers in key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to the pandemic; stresses the importance of state intervention to shore up SMEs in difficulty, ensuring job retention, the protection of earnings and respect for workers' rights; underlines the need to step up support for SMEs in these sectors at EU level and address the enormous inequalities resulting from different levels of national support; calls on the Commission to monitor developments and assess the possibility of emergency support in addition to measures already announced, including funding and capitalisation, until tourist and transport flows have returned to their previous levels;

*Amendment*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of goods, as has the transport of workers in key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a ***lack of tourists and a*** serious liquidity crisis due to the pandemic; stresses the importance of state intervention to shore up SMEs in difficulty ***through tax cuts and incentives other than subsidies***, ensuring job retention, the protection of earnings and respect for workers' rights; underlines the need to step up support for SMEs in these sectors at EU level and address the enormous inequalities resulting from different levels of national support; calls on the Commission to monitor developments and assess the possibility of emergency support in addition to measures already announced, including funding and capitalisation, until tourist and transport flows have returned to their previous levels;

Or. it

**Amendment 38**  
**Maria Grapini**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

*Amendment*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of goods, as has the transport of workers in key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to the pandemic; stresses the importance of state intervention to shore up SMEs in difficulty, ensuring job retention, the protection of earnings and respect for workers' rights; underlines the need to step up support for SMEs in these sectors at EU level and address the enormous inequalities resulting from different levels of national support; calls on the Commission to monitor developments and assess the possibility of emergency support in addition to measures already announced, including funding and capitalisation, until tourist and transport flows have returned to their previous levels;

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of goods as has the transport of workers in key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to the pandemic; stresses the importance of state intervention to shore up SMEs in difficulty, ensuring job retention, the protection of earnings and respect for workers' rights; underlines the need to step up support for SMEs in these sectors at EU level and address the enormous inequalities resulting from different levels of national support; calls on the Commission to monitor developments and assess the possibility of emergency support in addition to measures already announced, including funding and capitalisation, *so as to ensure that SMEs can continue operating* until tourist and transport flows have returned to their previous levels;

Or. ro

### **Amendment 39**

**Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Elissavet Vozemberg-Vrionidi, Sven Schulze, Brice Hortefeux, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Barbara Thaler**

### **Draft opinion**

#### **Paragraph 1**

#### *Draft opinion*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of

#### *Amendment*

1. Notes that the COVID-19 crisis has demonstrated the importance for the economy and for business of SMEs operating in the transport sector, bearing in mind that uninterrupted freight transport has been essential to ensure the functioning of supply chains for various types of

goods, as has the transport of workers in key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to the pandemic; stresses the importance *of state intervention to shore up* SMEs in difficulty, ensuring job retention, *the protection of earnings and respect for workers' rights*; underlines the need to step up support for SMEs in *these sectors* at EU level and address the enormous inequalities *resulting from* different *levels of national support*; calls on the Commission to monitor developments and assess the *possibility* of emergency support in addition to measures already announced, including funding and capitalisation, until tourist and transport flows have returned to their *previous* levels;

goods, as has the transport of workers in key sectors; stresses that SMEs in the tourism sector are facing unprecedented difficulties including a serious liquidity crisis due to *an unsustainable cash-flow and revenue situation due to* the pandemic; stresses the importance *to support* SMEs in difficulty, ensuring job retention *and creation*; underlines the need to step up support for SMEs in *the tourism and transport sector* at EU *and national* level and address the enormous inequalities *in access to support in* different *Member States*; calls on the Commission to monitor developments and assess the *possibilities* of emergency support in addition to measures already announced, including funding and capitalisation, until tourist and transport flows have returned to their *pre-pandemic* levels;

Or. en

**Amendment 40**  
**Maria Grapini**

**Draft opinion**  
**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1a. Given that transport contributes to better connectivity and that tourism makes a substantial contribution to Member States' budgets, SMEs in the tourism and transport sector need a suitably well-funded European strategy for enhancing sustainability and competitiveness that can be deployed by the Member States; this is the only way to rescue multiple SMEs in those sectors that have been the hardest hit by the health emergency;***

Or. ro

**Amendment 41**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**

**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1a. Draws attention to the fact that the instruments used in the EU's response to COVID-19 thus far, which are inaccessible to many SMEs, are slow, insufficient and inadequate; advocates for the EU to take more responsibility in terms of funding and guaranteeing SME solvency, jobs, wages and workers' rights, reducing the harmful effects of excessive indebtedness;***

Or. pt

**Amendment 42**

**Mario Furore, Laura Ferrara**

**Draft opinion**

**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1a. Considers it essential to support SMEs in the transition to a circular economy and ensure respect for the climate and energy framework and the Paris Agreement; urges the Commission to facilitate access to funding for SMEs by simplifying procedures and providing better information regarding European calls for tender;***

Or. it

**Amendment 43**

**Lucia Vuolo**

**Draft opinion**

**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1a. Stresses the importance of state intervention to cut taxes, through the imposition of a single tax rate for example, streamline bureaucracy, simplify administrative procedures and/or introduce zero taxes for the entire duration of the COVID-19 crisis;***

Or. it

**Amendment 44**

**Peter Lundgren, Robert Roos**

**Draft opinion**

**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1a. Asks the Commission to present an updated version of its Communication on 'a new strategy for SMEs', reflecting the points raised in this resolution;***

Or. en

**Amendment 45**

**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Markus Ferber**

**Draft opinion**

**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1a. Calls on the Commission, Member States and local governments to make business climate and competitiveness paramount priorities on their political agendas;***

Or. en

**Amendment 46**  
**Peter Lundgren, Robert Roos**

**Draft opinion**  
**Paragraph 1 b (new)**

*Draft opinion*

*Amendment*

***1b. Emphasises the importance of reducing the legislative burden on SMEs; asks the Commission to come up with a Smart Deregulation Agenda, led by the Commissioner for Internal Market, in order to reduce the existing regulatory burden and create a cultural change in the different DG's; calls on the Member States and the European Commission to adopt a joint roadmap with clear targets and specific mandates, aiming to achieve a swift reduction in the number of rules by at least 30 %;***

Or. en

**Amendment 47**  
**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Markus Ferber**

**Draft opinion**  
**Paragraph 1 b (new)**

*Draft opinion*

*Amendment*

***1 b. Welcomes the Commission's commitment to introduce a "one in - one out" principle as a first step to stem the tide of new regulation, but reminds that it merely maintains status quo, which is not a sufficient ambition;***

Or. en

**Amendment 48**

**Lucia Vuolo**

**Draft opinion  
Paragraph 1 b (new)**

*Draft opinion*

*Amendment*

***1b. Points out that, in view of the disparities between individual states, which have been aggravated by the COVID-19 emergency lockdown, it is necessary to support the Member States and sectors most affected by the crisis;***

Or. it

**Amendment 49  
Peter Lundgren, Robert Roos**

**Draft opinion  
Paragraph 1 c (new)**

*Draft opinion*

*Amendment*

***1c. Regrets that because of central bank monetary measures and the regulatory framework, the size of companies, far more than creditworthiness, now dictates access to credit; suggests action is warranted to stop this diverging access to credit; stresses that regarding the banking sector, there is a need for streamlined customer due diligence requirements so that SMEs can more easily access bank credit;***

Or. en

**Amendment 50  
Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Markus Ferber**

**Draft opinion  
Paragraph 1 c (new)**

*Draft opinion*

*Amendment*

***1 c. Calls on the Commission to present a roadmap towards achieving a reduction of at least 30 percent in administrative burdens affecting SMEs, in order to decrease cost pressure and promote competitiveness;***

Or. en

**Amendment 51**  
**Peter Lundgren, Robert Roos**

**Draft opinion**  
**Paragraph 1 d (new)**

*Draft opinion*

*Amendment*

***1 d. Regrets that SMEs are increasingly hindered by unfair competition from multinational corporations (MNCs); stresses that the free movement of workers can contribute to social dumping and that especially MNCs benefit from this;***

Or. en

**Amendment 52**  
**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Markus Ferber**

**Draft opinion**  
**Paragraph 1 d (new)**

*Draft opinion*

*Amendment*

***1d. Asks the Commission to apply a “think small first” principle across all relevant policy areas, in order to create legislation that spurs growth and development of SMEs;***

Or. en

**Amendment 53**

**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Markus Ferber**

**Draft opinion**

**Paragraph 1 e (new)**

*Draft opinion*

*Amendment*

***1e. Draws attention to the importance of solid impact assessments taking the competitiveness of European businesses into account, to alert when political proposals may lead to outsourcing of production and deregistering of ships and aircrafts to third countries, leading to loss of jobs, wealth and climate performance.***

Or. en

**Amendment 54**

**Peter Lundgren, Robert Roos**

**Draft opinion**

**Paragraph 1 e (new)**

*Draft opinion*

*Amendment*

***1e. Welcomes the relaxation of State aid restrictions, but regrets its uneven implementation across the Union;***

Or. en

**Amendment 55**

**Peter Lundgren, Robert Roos**

**Draft opinion**

**Paragraph 1 f (new)**

*Draft opinion*

*Amendment*

***1f. Regrets that the Recovery Plan dedicated little focus to SMEs, and calls***

*for measures to ensure access for SMEs;  
reminds the Council that the post-  
COVID-19 survival of SMEs will depend  
on swift decision-making and the quick  
availability of liquidity; stresses the urgent  
need for streamlined customer due  
diligence requirements so that SMEs can  
more easily access bank credit;*

Or. en

**Amendment 56**

**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Markus Ferber**

**Draft opinion**

**Paragraph 1 f (new)**

*Draft opinion*

*Amendment*

*1f. Asks the Commission to intensify its efforts to improve the functioning of the single market for transport enterprises, reducing market barriers, streamlining regulation and ensuring that all SMEs can benefit from a fully integrated internal market for transport services.*

Or. en

**Amendment 57**

**Peter Lundgren, Robert Roos**

**Draft opinion**

**Paragraph 1 g (new)**

*Draft opinion*

*Amendment*

*1g. Calls on the Commission, when designing new EU programmes, to explicitly consider whether the funding can reasonably be used by SMEs;*

Or. en

**Amendment 58**  
**Peter Lundgren, Robert Roos**

**Draft opinion**  
**Paragraph 1 h (new)**

*Draft opinion*

*Amendment*

***1h. Calls on the Commission to ensure that recovery measures benefit all sectors; points out that it would be unjust to give extra support to certain sectors simply because activities are carried out in these sectors that are EU pet projects;***

Or. en

**Amendment 59**  
**Ilhan Kyuchyuk, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Dominique Riquet, Nicola Danti, Elsi Katainen, Caroline Nagtegaal**

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

*Draft opinion*

*Amendment*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources to enable Member States to promote SME transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions in the context of cohesion policy; stresses that such objectives ***cannot be contradictory and must, on the contrary,*** accompany measures to safeguard employment ***with rights*** and improve working conditions in the various sectors of activity;

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources to enable Member States to promote SME transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions in the context of cohesion policy, ***and insists on the importance of providing support to SMEs for upskilling the sector's workforce with a specific focus on digital skills and innovative technologies; furthermore, stresses the importance of ensuring synergies and complementarities between the existing funding solutions and highlights the need of simplification of procedures and reducing the administrative burden and costs for***

*beneficiaries*; stresses that such objectives *should be complementary and* accompany measures to safeguard *the competitiveness and the growth of both transport and tourism sectors as well as* employment and improve working conditions in the various sectors of activity;

Or. en

## Amendment 60

Lucia Vuolo

### Draft opinion

#### Paragraph 2

##### *Draft opinion*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should *be fully matched by financial and other resources to enable Member States to promote SME transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions in the context of cohesion policy; stresses that such objectives cannot be contradictory and must, on the contrary, accompany measures* to safeguard employment *with rights* and improve working conditions in the various sectors of activity;

##### *Amendment*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should *receive economic and financial support from the EU and its Member States in a healthy, concerted and ambitious drive* to safeguard employment and improve working conditions in the various sectors of activity;

Or. it

## Amendment 61

Maria Grapini

### Draft opinion

#### Paragraph 2

##### *Draft opinion*

2. Considers that the objectives of the

##### *Amendment*

2. Considers that the objectives of the

'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources to enable Member States to promote SME transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions in the context of cohesion policy; stresses that such objectives cannot be contradictory and must, on the contrary, accompany measures to safeguard employment with rights and improve working conditions in the various sectors of activity;

'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources to enable Member States to promote SME transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions in the context of cohesion policy; ***takes the view that in order to ensure that SMEs enjoy a smooth transition to digitalisation, direct funding should be provided for training and upgrading SMEs' human resources so that they acquire the skills that digitalisation demands***; stresses that such objectives cannot be contradictory and must, on the contrary, accompany measures to safeguard employment with rights and improve working conditions in the various sectors of activity;

Or. ro

## Amendment 62

Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Markus Ferber

### Draft opinion Paragraph 2

#### *Draft opinion*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' ***should be fully matched by financial and other resources to enable Member States to promote SME*** transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions ***in the context of cohesion policy***; ***stresses that such objectives cannot be contradictory and must, on the contrary, accompany measures to safeguard employment with rights and improve working conditions in the various sectors of activity***;

#### *Amendment*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' ***must be achieved through long-term and growth-oriented policies, promoting the competitiveness of European SMEs and aiding their*** transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions;

### Amendment 63

Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Elissavet Vozemberg-Vrionidi, Sven Schulze, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Henna Virkkunen, Barbara Thaler

#### Draft opinion Paragraph 2

##### *Draft opinion*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources to enable Member States to promote SME transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions in the context of cohesion policy; ***stresses that such objectives cannot be contradictory and must, on the contrary, accompany measures to safeguard employment with rights and improve working conditions in the various sectors of activity;***

##### *Amendment*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources to enable Member States to promote SME transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions in the context of ***new Multiannual Financial Framework and especially the*** cohesion policy;

### Amendment 64

Mario Furore, Laura Ferrara

#### Draft opinion Paragraph 2

##### *Draft opinion*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources ***to enable*** Member States to promote SME transition towards sustainability and digitisation, which is of particular importance for the

##### *Amendment*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources ***made available to the*** Member States ***and the EU budget*** to promote SME transition towards sustainability and digitisation,

least developed countries and regions in the context of cohesion policy; stresses that such objectives cannot be contradictory and must, on the contrary, accompany measures to safeguard employment with rights *and* improve working conditions in the various sectors of activity;

which is of particular importance for the least developed countries and regions in the context of cohesion policy; stresses that such objectives cannot be contradictory and must, on the contrary, accompany measures to safeguard employment with rights, improve working conditions in the various sectors of activity *and uphold the objectives of the Paris Agreement*;

Or. it

**Amendment 65**  
**Karima Delli**

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

*Draft opinion*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources to enable Member States to promote SME transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions in the context of cohesion policy; stresses that such objectives cannot be contradictory and must, on the contrary, accompany measures to safeguard employment with rights and improve working conditions in the various sectors of activity;

*Amendment*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources to enable Member States to promote SME transition towards sustainability and digitisation *allowing their competitiveness within the framework of the European Green Deal*, which is of particular importance for the least developed countries and regions in the context of cohesion policy; stresses that such objectives cannot be contradictory and must, on the contrary, accompany measures to safeguard employment with rights and improve working conditions in the various sectors of activity;

Or. en

**Amendment 66**  
**Sara Cerdas**

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

*Draft opinion*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources to enable Member States to promote SME transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions in the context of cohesion policy; stresses that such objectives cannot be contradictory and must, on the contrary, accompany measures to safeguard employment with rights and improve working conditions in the various sectors of activity;

*Amendment*

2. Considers that the objectives of the 'SME Strategy for a Sustainable and Digital Europe' should be fully matched by financial and other resources to enable Member States to promote SME transition towards sustainability and digitisation, which is of particular importance for the least developed countries and regions, **as well as outermost, insular and remote regions**, in the context of cohesion policy; stresses that such objectives cannot be contradictory and must, on the contrary, accompany measures to safeguard employment with rights and improve working conditions in the various sectors of activity;

Or. pt

**Amendment 67**  
**Josianne Cutajar**

**Draft opinion**  
**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

**2a. Points out that the strategy on SMEs should be based on an approach that puts knowledge first since a skilled workforce is essential to make SMEs thrive and enable them to successfully cope not only with the environmental and digital transition, but also with the traditional challenges these enterprises have faced; Is of the opinion that those capabilities many SMEs are still lacking, should be prioritised, such as digital literacy, public procurement literacy and financial education as well as credit and supply chain management skills; deems that chambers of commerce, tourism associations and relevant stakeholders can have a central role in identifying skill shortages at local level; Calls for the**

*development of a specific approach on  
micro-enterprises skills;*

Or. en

**Amendment 68**

**Elena Kountoura, Kateřina Konečná**  
on behalf of the GUE/NGL Group

**Draft opinion**

**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

**2a. Stresses that thousands of SMEs in tourism, are struggling to survive, while many of them are facing insolvency; calls on the Commission and Member States to assess the possibility of enhanced emergency support, by taking all appropriate measures to urgently avoid the bankruptcy of viable SMEs, including, for example, guarantees and cheap loans and arrangements for outstanding debts, such as tax relief, deferral of bank loan repayments and solutions to cover the risks incurred by service providers until tourist and transport flows resume;**

Or. en

**Amendment 69**

**Karima Delli**

**Draft opinion**

**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

**2a. Is convinced that the reconversion and thriving of SMEs and start-ups in the fields of sustainable transport and sustainable tourism sectors is not only necessary to comply with the latest climate and environmental objectives of the**

*Union, but also a boost to recovery and resilience in post-COVID times, namely through the creation of numerous permanent quality jobs;*

Or. en

**Amendment 70**

**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Cláudia Monteiro de Aguiar, Markus Ferber**

**Draft opinion**

**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

*2a. Calls on the Commission to prepare an action plan to guarantee the functioning of transport activities in future crises, creating legal certainty for businesses and citizens and avoiding the uncoordinated manner in which transport organisers have been treated during the Covid-19 pandemic.*

Or. en

**Amendment 71**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**

**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

*2a. Expresses concern regarding the difficulties in accessing EIB funding lines faced by most SMEs, particularly those with limited capitalisation, and calls for conditions of access to be brought into line with the reality confronting SMEs in the Member States;*

Or. pt

**Amendment 72**  
**Josianne Cutajar**

**Draft opinion**  
**Paragraph 2 b (new)**

*Draft opinion*

*Amendment*

**2b. Highlights the need of programs for SMEs in Transport and Tourism meant to promote re-skilling and up-skilling of employees, intended to facilitate the transition towards a data driven economy and improving EU SMEs competitiveness with regards to digitalization; Points out that, in order to bridge the digital gap, it is necessary to increase the share of graduates in STEM subjects and to address the gap women are facing in this field; welcomes in this regard the European Skills Agenda;**

Or. en

**Amendment 73**  
**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**  
**Paragraph 2 b (new)**

*Draft opinion*

*Amendment*

**2b. Considers that the EU's strategy for SMEs should not exhaust incentives for SME participation in 'important projects of common European interest' (IPCEI) and should also promote other ways for SMEs to become involved in relevant projects at local, regional and national levels, furthering economic, social and territorial cohesion in the EU;**

Or. pt

**Amendment 74**

**Elena Kountoura, Kateřina Konečná, Anne-Sophie Pelletier**  
on behalf of the GUE/NGL Group

**Draft opinion**

**Paragraph 2 b (new)**

*Draft opinion*

*Amendment*

**2b. Notes that a failure to prevent a wave of bankruptcies in the tourism sector will put the surviving big companies in a dominant position, leading to higher prices for consumers and lower incomes for the remaining SMEs;**

Or. en

**Amendment 75**

**Josianne Cutajar**

**Draft opinion**

**Paragraph 2 c (new)**

*Draft opinion*

*Amendment*

**2c. Underlines the high relevance data will play in the future transport market, especially in guaranteeing the uptake of AI technologies in the sector; Calls on the Commission to structure its Mobility Data space taking into consideration the specific needs of EU SMEs, by facilitating data sharing, improving data quality and promoting interoperability of data, therefore boosting innovation in the sector and enhancing their competitiveness globally;**

Or. en

**Amendment 76**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**

**Paragraph 2 c (new)**

*Draft opinion*

*Amendment*

**2c. *Advocates establishing, redirecting and/or strengthening the mission of public bodies, whether at national or EU level, whose purpose it is exclusively to address SME concerns.***

Or. pt

**Amendment 77  
Josianne Cutajar**

**Draft opinion  
Paragraph 2 d (new)**

*Draft opinion*

*Amendment*

**2d. *Notes the potential new SME business models hold in creating better and more attractive opportunities for women in the transport sector; Regrets that the gender gap in entrepreneurship and access to finance for micro, small and medium enterprises led by women still persists; Welcomes the European Data Strategy released by the European Commission and asks for an action plan to unleash the full potential of women's entrepreneurship and boost female employment in tourism and transport SMEs.***

Or. en

**Amendment 78  
João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion  
Paragraph 2 d (new)**

*Draft opinion*

*Amendment*

**2d. *Advocates designing and implementing financial support policies suited to the needs of SMEs, whether developed within the financial system or at the various levels of public administration at national or EU level; highlights the importance of public banking to support SMEs and to promote development;***

Or. pt

**Amendment 79**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**

**Paragraph 2 e (new)**

*Draft opinion*

*Amendment*

**2e. *Highlights the need to design and implement measures to promote training for leaders and executives and provide management, organisational, technological and commercial support, designed specifically for the needs of microenterprises and, to a lesser extent, small businesses;***

Or. pt

**Amendment 80**

**Josianne Cutajar**

**Draft opinion**

**Paragraph 2 e (new)**

*Draft opinion*

*Amendment*

**2e. *Takes note of the potential transport SMEs present in decarbonizing the sector, contributing to the EU's 2050 net zero goal; Stresses the need for EU programs intended to support through advising and financing transport SMEs***

*with business models that promote the Green Deal objectives.*

Or. en

**Amendment 81**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**

**Paragraph 2 f (new)**

*Draft opinion*

*Amendment*

***2f. Sees the need to strengthen policies and practices which effectively facilitate EU funding for SMEs, particularly micro- and small businesses, given their real economic clout and their structural weaknesses, taking into consideration, whenever possible, existing sectoral and national specificities;***

Or. pt

**Amendment 82**

**João Ferreira**

**Draft opinion**

**Paragraph 2 g (new)**

*Draft opinion*

*Amendment*

***2g. Considers that EU strategy for SMEs should, at all times, take full account of their national specificities, thereby ensuring due regard for the broad national autonomy of Member States in a general Community framework;***

Or. pt

**Amendment 83**

**João Ferreira, Elena Kountoura, Anne-Sophie Pelletier**

**Draft opinion**  
**Paragraph 2 h (new)**

*Draft opinion*

*Amendment*

**2h. Advocates the need for effective measures to protect SMEs from the immense, and at times staggering, bargaining, financial and even political power held by large companies and the economic groups to which they belong, in the context of the economic relations established between both corporate groups; emphasises that such relations are formed either as suppliers of the former as opposed to the latter or as customers of the former as opposed to the latter (dominant sphere of companies operating as natural monopolies or oligopolies, such as those in the energy, banking and insurance, communications, telecommunications and other sectors);**

Or. pt

**Amendment 84**

**Jürgen Warborn, Jens Gieseke, Henna Virkkunen, Tomasz Frankowski, Marian-Jean Marinescu, Barbara Thaler, Markus Ferber**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

*Amendment*

**3. Recognises that a number of states and cities are able to prohibit or closely regulate the activity of so-called digital platforms; underlines the urgent need for regulation of these platforms on a broader basis to prevent unfair competition and ensure respect for workers' rights and user safety; underlines at the same time the need for specific measures to modernise taxi services.** **deleted**

Or. en

### Amendment 85

Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Elissavet Vozemberg-Vrionidi, Sven Schulze, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Henna Virkkunen, Markus Ferber, Barbara Thaler

#### Draft opinion Paragraph 3

*Draft opinion*

3. *Recognises that a number of states and cities are able to prohibit or closely regulate the activity of so-called digital platforms; underlines the urgent need for regulation of these platforms on a broader basis to prevent unfair competition and ensure respect for workers' rights and user safety; underlines at the same time the need for specific measures to modernise taxi services.*

*Amendment*

*deleted*

Or. en

### Amendment 86

Ilhan Kyuchyuk, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Dominique Riquet, Nicola Danti, Elsi Katainen

#### Draft opinion Paragraph 3

*Draft opinion*

3. Recognises that a number of *states and cities are able to prohibit or closely regulate* the activity of so-called digital platforms; underlines the urgent need for regulation of these platforms *on a broader basis* to prevent unfair competition and ensure respect for workers' rights and user safety; underlines at the same time the need for specific measures to modernise *taxi* services.

*Amendment*

3. Recognises that a number of *national, regional and local authorities are currently regulating* the activity of so-called digital platforms; underlines the urgent need for regulation of these platforms *at EU level in order* to prevent unfair competition and ensure *legal certainty for businesses and customers,* *the* respect for workers' rights and user safety; underlines at the same time the need for specific measures to modernise *transport* services *and to move toward*

**Amendment 87**  
**Maria Grapini**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Recognises that a number of states and cities are able to prohibit or closely regulate the activity of so-called digital platforms; underlines the urgent need for regulation of these platforms on a broader basis to prevent unfair competition and ensure respect for workers' rights and user safety; underlines at the same time the need for specific measures to modernise taxi services.

*Amendment*

3. Recognises that a number of states and cities are able to prohibit or closely regulate the activity of so-called digital platforms; underlines the urgent need for regulation of these platforms on a broader basis, ***through the harmonisation of European legislation***, to prevent unfair competition and ensure respect for workers' rights and user safety ***throughout the EU***; underlines at the same time the need for specific measures to modernise taxi services.

**Amendment 88**  
**Lucia Vuolo**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Recognises that a number of states and cities are able to prohibit or closely regulate the activity of so-called digital platforms; underlines the ***urgent*** need for regulation of these platforms ***on a broader basis*** to prevent unfair competition and ensure respect for workers' rights and user safety; underlines at the same time the need for specific measures to modernise taxi services.

*Amendment*

3. Recognises that a number of states and cities are able to prohibit or closely regulate the activity of so-called digital platforms ***and stresses the need to protect European SMEs more effectively***; underlines the need for regulation of these platforms, ***including measures*** to prevent unfair competition and ensure respect for workers' rights and user safety; underlines at the same time the need for specific

measures to modernise taxi services.

Or. it

**Amendment 89**

**João Ferreira, Anne-Sophie Pelletier**

**Draft opinion**

**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

***3a. Highlights the efforts of some European cities to deal with the negative impact of short-term rentals in the context of the right to housing and eagerly anticipates the findings of the current study being undertaken by the European Commission, in the hope of reconciling business activity with the public interest, particularly in the case of SMEs;***

Or. pt

**Amendment 90**

**Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Elissavet Vozemberg-Vrionidi, Sven Schulze, Brice Hortefeux, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Henna Virkkunen, Markus Ferber, Barbara Thaler**

**Draft opinion**

**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

***3a. Welcomes the opening of the public consultations of the Digital Services Act package by the European Commission. The package is due to increase and clarify rules for liability of online platforms and provide greater regulatory oversight over their activities.***

Or. en

**Amendment 91**  
**Lucia Vuolo**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

**3a. Recommends immediate and substantial support for European SMEs in order to meet the next financial planning challenges;**

Or. it

**Amendment 92**

**Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Elissavet Vozemberg-Vrionidi, Sven Schulze, Brice Hortefeux, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Henna Virkkunen, Markus Ferber, Barbara Thaler**

**Draft opinion**  
**Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

**3b. Recognises the importance of strong commitment to the "Think Small First" principle; full application of the SME Test in the impact assessments that will or might have effects on SMEs is needed; the final outcome of the legislative process should be covered by evidence-based impact assessments. Encourages EU member states and other EU institutions to apply the SME Tests in all policy-making process.**

Or. en

**Amendment 93**  
**Lucia Vuolo**

**Draft opinion**  
**Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

**3b. Stresses the need to monitor the European transport sector, ensuring that public funding is used to support all struggling companies without distorting competition;**

Or. it

**Amendment 94**

**Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Elissavet Vozemberg-Vrionidi, Sven Schulze, Brice Hortefeux, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Henna Virkkunen, Markus Ferber, Barbara Thaler**

**Draft opinion**  
**Paragraph 3 c (new)**

*Draft opinion*

*Amendment*

**3c. Recognises the need to ensure a good representation of SMEs in the public consultation process in order to make sure that their views are properly and adequately collected, analysed and represented in the impact assessments;**

Or. en

**Amendment 95**

**Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Elissavet Vozemberg-Vrionidi, Sven Schulze, Brice Hortefeux, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Henna Virkkunen, Markus Ferber, Barbara Thaler**

**Draft opinion**  
**Paragraph 3 d (new)**

*Draft opinion*

*Amendment*

**3d. Calls for securing better access for**

*SME to public procurement by simplification of procedures and promoting market dialogue. Public tenders are increasingly overburdened with too far-reaching, and in part very complex conditions apart from the core criteria regarding quality and price of goods and services. One of the tools that could be simplified, is the European Single Procurement Document (ESPD), which should become much more user-friendly;*

Or. en

#### **Amendment 96**

**Tomasz Frankowski, Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Elissavet Vozemberg-Vrionidi, Sven Schulze, Brice Hortefeux, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Magdalena Adamowicz, Jens Gieseke, Henna Virkkunen, Markus Ferber, Barbara Thaler**

#### **Draft opinion**

#### **Paragraph 3 e (new)**

*Draft opinion*

*Amendment*

*3e. Calls for improving the effectiveness of tools intended to help SMEs deal with unfair or discriminatory rules and decisions in another EU country and increasing the awareness of businesses on the availability of such problem-solving mechanisms; awareness-raising in particular must be increased substantially, as in some EU countries surveys show that only 15% of businesses are aware of SOLVIT, and far less have decided to use it.*

Or. en