



2020/2265(BUI)

8.2.2021

AMENDMENTS

1 - 83

Draft opinion
Isabel García Muñoz
(PE663.390v01-00)

Guidelines for the 2022 Budget - Section III
(2020/2265(BUI))

Amendment 1
Daniel Freund

Draft opinion
Recital A

Draft opinion

A. whereas the EU transport sector is essential for the Union's economic, ***social and environmental*** development, ***for its sustainability and for*** ensuring the territorial accessibility and connectivity of all regions of the EU, with particular attention for peripheral, rural, insular and outermost regions and other disadvantaged geographical areas;

Amendment

A. whereas the EU transport sector is essential for the Union's economic development ***and social cohesion***, ensuring the territorial accessibility and connectivity of all regions of the EU, with particular attention for peripheral, rural, insular and outermost regions and other disadvantaged geographical areas; ***whereas at the same time it also has environmental and climate impacts and more awareness has been raised on the importance of its sustainability***;

Or. en

Amendment 2
Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Elsi Katainen, Nicola Danti

Draft opinion
Recital A

Draft opinion

A. whereas the EU transport sector is essential for the Union's economic, social and environmental development, for its sustainability and for ensuring the territorial accessibility and connectivity of all regions of the EU, with particular attention for peripheral, rural, insular and outermost regions and other disadvantaged geographical areas;

Amendment

A. whereas the EU transport sector is essential for the Union's ***competitiveness***, economic, social and environmental development, for its sustainability and for ensuring the territorial accessibility and connectivity of all regions of the EU, with particular attention for peripheral, rural, insular and outermost regions and other disadvantaged geographical areas;

Or. en

Amendment 3

Gheorghe Falcă

Draft opinion
Recital A a (new)

Draft opinion

Amendment

A a. Whereas free movement of people and goods across the European Union and its single market is a fundamental freedom; whereas travelling and working in the EU has led to greater cohesion, increased competitiveness of Europe within the global supply chains for goods and for industrial production, and a strengthened European identity;

Or. en

Amendment 4
Daniel Freund

Draft opinion
Recital B

Draft opinion

Amendment

B. whereas transport will be key to achieving climate neutrality by 2050; whereas sufficient investment is needed to advance towards the digital and green transition in the sector and to accelerate the shift to sustainable and smart mobility in line with the goals of the Green Deal;

B. whereas transport will be key to achieving climate neutrality by 2050, ***including meeting all the intermediate emissions reduction targets as set by the European Climate law, starting with 60% in 2030***; whereas sufficient ***targeted*** investment is needed to advance towards the digital and green transition in the sector and to accelerate the shift to sustainable and smart mobility in line with the goals of the Green Deal;

Or. en

Amendment 5
Gheorghe Falcă

Draft opinion
Recital B

Draft opinion

B. whereas transport will be key to achieving climate neutrality by 2050; whereas sufficient investment is needed to advance towards the digital and green transition in the sector and to accelerate the shift to sustainable and smart mobility in line with the goals of the Green Deal;

Amendment

B. whereas transport will be key to achieving climate neutrality by 2050; whereas sufficient investment is needed to advance towards the digital and green transition in the sector and to accelerate the shift to sustainable and smart mobility in line with the goals of the Green Deal ***and the Paris Agreement;***

Or. en

Amendment 6
Daniel Freund

Draft opinion
Recital C

Draft opinion

C. whereas tourism is an essential sector for the EU economy, and its fourth largest export industry, and plays an important role for the EU economy, competitiveness, employment and the promotion of social well-being;

Amendment

C. whereas tourism is an essential sector for the EU economy, and its fourth largest export industry, and plays an important role for the EU economy, competitiveness, employment and the promotion of social well-being; ***whereas if not properly addressed it can also be an important source of emissions and environmental degradation; whereas it is still very much based on a seasonal, and unfortunately often precarious, job market;***

Or. en

Amendment 7
Gheorghe Falcă

Draft opinion
Recital C a (new)

Draft opinion

Amendment

C a. Whereas the EU also needs to

ensure the highest level and performance of digital infrastructure, notably through 5G, which offers a wide range of services and helps to reach higher levels of automation across different mobility applications; whereas in order to make the digital transformation of the transport sector a reality, the EU needs to ensure that the key digital enablers are in place, including electronic components for mobility, network infrastructure, cloud-to-edge resources, data technologies and governance as well as Artificial Intelligence;

Or. en

Amendment 8

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

Draft opinion

Recital D

Draft opinion

D. whereas the transport and tourism sectors are among the hardest hit by the recent COVID-19 crisis; whereas transport has proven vital to ensuring the continuous flow of goods across the EU during the crisis, and will be of the utmost importance in the distribution of the COVID-19 vaccine;

Amendment

D. whereas the transport and tourism sectors are among the hardest hit by the recent COVID-19 crisis; ***whereas the recovery of the transport and tourism sectors are key factors to the well-functioning of the EU internal market, as well as for connectivity, competitiveness and job creation in the EU***; whereas transport has proven vital to ensuring the continuous flow of goods across the EU during the crisis, and will be of the utmost importance in the distribution of the COVID-19 vaccine;

Or. en

Amendment 9

Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Elsi Katainen, Nicola Danti

Draft opinion
Recital D

Draft opinion

D. whereas the transport and tourism sectors are among the hardest hit by the recent COVID-19 crisis; whereas transport has proven vital to ensuring the continuous flow of goods across the EU during the crisis, and will be of the utmost importance in the distribution of the COVID-19 vaccine;

Amendment

D. whereas the transport and tourism sectors are among the hardest hit by the recent COVID-19 crisis; ***whereas the restrictions on the freedom of movement introduced in 2020 had a negative impact on the functioning of the internal market***; whereas transport has proven vital to ensuring the continuous flow of goods across the EU during the crisis, and will be of the utmost importance in the distribution of the COVID-19 vaccine;

Or. en

Amendment 10
Gheorghe Falcă

Draft opinion
Recital D

Draft opinion

D. whereas the transport and tourism sectors are among the hardest hit by the recent COVID-19 crisis; whereas transport has proven vital to ensuring the continuous flow of goods across the EU during the crisis, and will be of the utmost importance in the distribution of the COVID-19 vaccine;

Amendment

D. whereas the transport and tourism ***sectors and the jobs generated by these*** sectors are among the hardest hit by the recent COVID-19 crisis; whereas transport has proven vital to ensuring the continuous flow of goods across the EU during the crisis, and will be of the utmost importance in the distribution of the COVID-19 vaccine;

Or. en

Amendment 11
Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Elsi Katainen, Nicola Danti

Draft opinion
Recital D a (new)

Draft opinion

Amendment

D a. Whereas the EU's Vision Zero objective sets the goal to reduce road deaths by 50% until 2030 and achieve zero fatalities by 2050; whereas investments in road safety are a key element of the EU's Strategic Action Plan on Road Safety; whereas the persistent high road fatality numbers suggest that more investment should be provided to guarantee road and user safety;

Or. en

**Amendment 12
Daniel Freund**

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

Draft opinion

Amendment

D a. whereas 2022 shall be the European Year of Greener Cities; whereas ensuring a sustainable and active urban mobility is a crucial component of this initiative, as it reduce congestion, improves air quality and frees public space from vehicle occupancy which can be greened; whereas 2021 is the European Year of Rail;

Or. en

**Amendment 13
Dorien Rookmaker**

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

Draft opinion

Amendment

D a. Whereas transparency is extremely important for maintaining trust of EU-citizens in EU institutions

Amendment 14
Daniel Freund

Draft opinion
Paragraph -1 (new)

Draft opinion

Amendment

-1. Notes that emissions from the EU's transport sector continued to rise in 2019 and projections based on existing policy measures in EU Member States in place in 2019 indicate that transport emissions will increase by 32 % by 2030 compared with 1990 levels^{1a};

^{1a} <https://www.eea.europa.eu/data-and-maps/indicators/transport-emissions-of-greenhouse-gases-7/assessment>

Or. en

Amendment 15
João Ferreira, Leila Chaibi

Draft opinion
Paragraph 1

Draft opinion

Amendment

1. Requests the strengthening of the actions needed to reduce emissions and to ensure a just transition to climate neutrality by 2050; requests, therefore, sufficient funding for the flagship projects, objectives and initiatives in the Sustainable and Smart Mobility Strategy - in accordance with the Green Deal's regulatory requirements - and, in particular, for the boosting of financial support for smart and sustainable mobility actions;

1. Requests the strengthening of the actions needed to reduce emissions and to ensure a just transition to climate neutrality by 2050; requests, therefore, sufficient funding for the flagship projects, objectives and initiatives in the Sustainable and Smart Mobility Strategy - in accordance with the Green Deal's regulatory requirements - and, in particular, for the boosting of financial support for smart and sustainable mobility actions; ***highlights that the existence of environmental, economical and social sustainable societies is only possible within mobility and transport***

policies that enhances public transport systems, namely at local and regional levels; stresses that this Strategy should contribute to improve the attractiveness, efficiency and capacity of public transport systems, also through innovative ticketing systems (ensuring their simplification and multimodality) and the promotion of free public transport;

Or. en

Amendment 16
Daniel Freund

Draft opinion
Paragraph 1

Draft opinion

1. *Requests the strengthening of the actions needed to reduce emissions and* to ensure a just transition to climate neutrality by 2050; requests, therefore, sufficient funding for the flagship projects, objectives and initiatives in the Sustainable and Smart Mobility Strategy - in accordance with the Green Deal's regulatory requirements - and, in particular, for the boosting of financial support for smart and sustainable mobility actions;

Amendment

1. *Believes that the recent COVID-19 crisis needs to be used as an opportunity to fundamentally reshape EU transport financing needs with a view* to ensure a just transition to climate neutrality by 2050 *and to achieve all the intermediate emissions reduction targets as set by the European Climate law, starting with 60% in 2030*; requests, therefore, sufficient funding for the flagship projects, objectives and initiatives in the Sustainable and Smart Mobility Strategy - in accordance with the Green Deal's regulatory requirements - and, in particular, for the boosting of financial support for smart and sustainable mobility actions;

Or. en

Amendment 17
Isabel García Muñoz, Rovana Plumb, Inma Rodríguez-Piñero, César Luena, Sara Cerdas, Maria Grapini, Kathleen Van Brempt

Draft opinion
Paragraph 1

Draft opinion

1. Requests the strengthening of the actions needed to reduce emissions and to ensure a just transition to climate neutrality by 2050; requests, therefore, sufficient funding for the flagship projects, objectives and initiatives in the Sustainable and Smart Mobility Strategy - in accordance with the Green Deal's regulatory requirements - and, in particular, for the boosting of financial support for smart and sustainable mobility actions;

Amendment

1. Requests the strengthening of the actions needed to reduce emissions and to ensure a just transition to climate neutrality by 2050; requests, therefore, sufficient funding for the flagship projects, objectives and initiatives in the Sustainable and Smart Mobility Strategy - in accordance with the Green Deal's regulatory requirements - and, in particular, for the boosting of financial support for smart and sustainable mobility actions, ***including an increase in the deployment and use of alternative fuels as well as in sustainable infrastructure projects; welcomes the introduction of an ETS-based new own resource from 2023;***

Or. en

Amendment 18

Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Elsi Katainen

Draft opinion

Paragraph 1

Draft opinion

1. Requests the strengthening of the actions needed to reduce emissions and to ensure a just transition to climate neutrality by 2050; requests, therefore, sufficient funding for the flagship projects, objectives and initiatives in the Sustainable and Smart Mobility Strategy - in accordance with the Green Deal's regulatory requirements - and, in particular, for the boosting of financial support for smart and sustainable mobility actions;

Amendment

1. Requests the strengthening of the actions needed to reduce emissions and to ensure a just transition to climate neutrality by 2050; requests, therefore, sufficient funding for the flagship projects, objectives and initiatives in the Sustainable and Smart Mobility Strategy - in accordance with the Green Deal's regulatory requirements - and, in particular, for the boosting of financial support for smart and sustainable mobility actions; ***requests that all relevant stakeholders should be closely involved in a consultation procedure prior to the requests for EU funding by the national, regional and/or local authorities;***

Or. en

Amendment 19
Gheorghe Falcă

Draft opinion
Paragraph 1

Draft opinion

1. ***Requests the strengthening of the*** actions needed to reduce emissions and to ensure a just transition to climate neutrality by 2050; requests, therefore, sufficient funding for the flagship projects, objectives and initiatives in the Sustainable and Smart Mobility Strategy - in accordance with the Green Deal's regulatory requirements - and, in particular, for the boosting of financial support for smart and sustainable mobility actions;

Amendment

1. ***Recalls that*** actions ***are*** needed to reduce emissions and to ensure a just transition to climate neutrality by 2050; requests, therefore, sufficient funding for the flagship projects, objectives and initiatives in the Sustainable and Smart Mobility Strategy - in accordance with the Green Deal's regulatory requirements ***and the Paris Agreement*** - and, in particular, for the boosting of financial support for smart and sustainable mobility actions;

Or. en

Amendment 20
Daniel Freund

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Acknowledges the positive steps in terms political and financial efforts within the Multiannual Financial Framework (MFF) and Recovery and Resilience Facility (RRF), yet considers that a quantum leap is still needed in undoubted climate-friendly investments, particularly in the transport sector, in order to achieve the objectives to keep global warming to under 1,5 °C and to halt and reverse biodiversity loss; recalls that the future EU budgets should contribute to climate and biodiversity mainstreaming beyond levels of targeted spending shares through the integration of the climate and environmental objectives in the decision making of all policies and programmes and throughout the entire policy cycle and

while pursuing the objective of a just transition;

Or. en

Amendment 21
Mario Furore, Laura Ferrara

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Points out 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 climate objectives, and with the EU objective of building a fully renewables-based, highly resource- and energy-efficient, climate-neutral and circular economy; notes that from this point of view, the assessment of the effects of projects must take into account greenhouse gas emissions during their whole life cycle, such as those occurring in the construction and operational phase and including indirect emissions in a project's value chain;

Or. en

Amendment 22
Gheorghe Falcă

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Underlines, therefore, that appropriate funding for transport projects will be instrumental in accelerating the shift to smart, interoperable, and

affordable mobility through measures based on new technologies, boosting multimodal transport, increased competitiveness, and an increase in the production and deployment of sustainable alternative fuels, while maintaining technology neutrality, including recharging points;

Or. en

Amendment 23

Isabel García Muñoz, Rovana Plumb, Inma Rodríguez-Piñero, César Luena, Sara Cerdas, Maria Grapini, Kathleen Van Brempt

Draft opinion Paragraph 2

Draft opinion

2. Reiterates that the digital and green transition should be just, inclusive and non-discriminatory in order to ensure that the transport sector's workforce, business and SMEs can adjust to this transition, and to support the regions and communities most affected; considers it important to allocate proper funding for this adjustment process, as well as for training and equipping the sector's workforce with new expertise and skill for new job prospects and requirements;

Amendment

2. Reiterates that the digital and green transition should be just, inclusive and non-discriminatory in order to ensure that the transport sector's workforce, business and SMEs can adjust to this transition, and to support the regions and communities most affected; considers it important to allocate proper funding for this adjustment process ***while promoting higher social standards in the sector***, as well as for training and equipping the sector's workforce with new expertise and skill for new job prospects and requirements; ***highlights the latter will help to increase the attractiveness of the sector and address the ageing and the shortages of labour force;***

Or. en

Amendment 24

Daniel Freund

Draft opinion Paragraph 2

Draft opinion

2. Reiterates that the digital and green transition should be just, inclusive and non-discriminatory in order to ensure that the transport sector's workforce, business and SMEs can adjust to this transition, and to support the regions and communities most affected; considers it important to allocate proper funding for this adjustment process, as well as for training and equipping the sector's workforce with new expertise and skill for new job prospects and requirements;

Amendment

2. Reiterates that the digital and green transition should be just, inclusive and non-discriminatory in order to ensure that the transport sector's workforce, business and SMEs can adjust to this transition, and to support the regions and communities most affected; considers it important to allocate proper funding for this adjustment process, as well as for training and equipping the sector's workforce with new expertise and skill for new job prospects and requirements; ***points out the persisting challenges in further including women in the different areas of the transport sector workforce and management;***

Or. en

Amendment 25

João Ferreira, Leila Chaibi

Draft opinion

Paragraph 2

Draft opinion

2. Reiterates that the digital and green transition should be just, inclusive and non-discriminatory in order to ensure that the transport sector's workforce, business and SMEs can adjust to this transition, and to support the regions and communities most affected; considers it important to allocate proper funding for this adjustment process, as well as for training and equipping the sector's workforce with new expertise and skill for new job prospects and requirements;

Amendment

2. Reiterates that the digital and green transition should be just, inclusive and non-discriminatory in order to ensure that the transport sector's workforce, business and SMEs can adjust to this transition, and to support the regions and communities most affected; considers it important to allocate proper funding for this adjustment process, as well as for ***investing in transport infrastructures and regional networks, in public transport systems, and*** training and equipping the sector's workforce with new expertise and skill for new job prospects and requirements;

Or. en

Amendment 26

Isabel García Muñoz, Rovana Plumb, Inma Rodríguez-Piñero, César Luena, Sara Cerdas, Maria Grapini, Kathleen Van Brempt

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

Draft opinion

Amendment

2 a. Reiterates the need to reflect on ways to promote sustainable modes of transport including through budgetary incentives taking into consideration the example of the initiative of the European Year of Rail 2021;

Or. en

Amendment 27

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

**Draft opinion
Paragraph 3**

Draft opinion

Amendment

3. Calls for an ambitious budget for the EU transport and tourism sectors; considers that the financing of the Connecting Europe Facility (CEF) as decided for the 2021-2027 multiannual financial framework (MFF) is insufficient for the sector's needs and challenges; reiterates the CEF's crucial role in fostering the development of a high-performance trans-European network (TEN-T); reiterates that appropriate funding for transport projects will be instrumental in boosting its recovery and accelerating the shift to sustainable and smart mobility;

3. Calls for an ambitious budget for the EU transport and tourism sectors; considers that the financing of the Connecting Europe Facility (CEF) as decided for the 2021-2027 multiannual financial framework (MFF) is insufficient for the sector's needs and challenges; **highlights CEF is the main instrument to finance infrastructure development with maximum EU-added value, while mainstreaming the green deal and digital objectives;** reiterates the CEF's crucial role in fostering the development of a high-performance trans-European network (TEN-T) **that is sustainable, safe, multimodal, interoperable and interconnected across the areas of transport, energy and services infrastructure;** reiterates that appropriate funding for transport projects will be instrumental in boosting its recovery and accelerating the shift to sustainable and

smart mobility;

Or. en

Amendment 28

Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Nicola Danti

Draft opinion

Paragraph 3

Draft opinion

3. Calls for an ambitious budget for the EU transport and tourism sectors; considers that the financing of the Connecting Europe Facility (CEF) as decided for the 2021-2027 multiannual financial framework (MFF) is insufficient for the sector's needs and challenges; reiterates the CEF's crucial role in fostering the development of a high-performance trans-European network (TEN-T); reiterates that appropriate funding for transport projects will be instrumental in boosting its recovery and accelerating the shift to sustainable and smart mobility;

Amendment

3. Calls for an ambitious budget for the EU transport and tourism sectors; considers that the financing of the Connecting Europe Facility (CEF) as decided for the 2021-2027 multiannual financial framework (MFF) is insufficient for the sector's needs and challenges; reiterates the CEF's crucial role in fostering the development of a high-performance trans-European network (TEN-T); reiterates that appropriate funding for transport projects will be instrumental in boosting its recovery and accelerating the shift to sustainable and smart mobility; ***stresses therefore that priority should be given to the projects having highest added value at the EU level in terms of economic, social and territorial cohesion and connectivity, such as cross-border connections and missing links;***

Or. en

Amendment 29

Daniel Freund

Draft opinion

Paragraph 3

Draft opinion

3. Calls for an ambitious budget for the EU transport and tourism sectors;

Amendment

3. Calls for an ambitious budget for the EU transport and tourism sectors;

considers that the financing of the Connecting Europe Facility (CEF) as decided for the 2021-2027 multiannual financial framework (MFF) is insufficient for the sector's needs and challenges; reiterates the CEF's crucial role in fostering the development of a high-performance trans-European network (TEN-T); reiterates that appropriate funding for transport projects will be instrumental in boosting its recovery and accelerating the shift to sustainable and smart mobility;

considers that the financing of the Connecting Europe Facility (CEF) as decided for the 2021-2027 multiannual financial framework (MFF) is insufficient for the sector's needs and challenges; reiterates the CEF's crucial role in fostering the development of a high-performance trans-European network (TEN-T); reiterates that appropriate funding for transport projects, *in particular those contributing to achieving the 60% climate spending target and in line with the priorities of the European Green Deal*, will be instrumental in boosting its recovery and accelerating the shift to sustainable and smart mobility;

Or. en

Amendment 30 **Roberts Zile**

Draft opinion **Paragraph 3**

Draft opinion

3. Calls for an ambitious budget for the EU transport and tourism sectors; considers that the financing of the Connecting Europe Facility (CEF) as decided for the 2021-2027 multiannual financial framework (MFF) is insufficient for the sector's needs and challenges; reiterates the CEF's crucial role in fostering the development of a high-performance trans-European network (TEN-T); reiterates that appropriate funding for transport projects will be instrumental in boosting its recovery and accelerating the shift to sustainable and smart mobility;

Amendment

3. Calls for an ambitious budget for the EU transport and tourism sectors; considers that the financing of the Connecting Europe Facility (CEF) as decided for the 2021-2027 multiannual financial framework (MFF) is insufficient for the sector's needs and challenges; reiterates the CEF's crucial role in fostering the development of a high-performance trans-European network (TEN-T) *and timely completion of key sections and nodes of the TEN-T Core Network*; reiterates that appropriate funding for transport projects will be instrumental in boosting its recovery and accelerating the shift to sustainable and smart mobility;

Or. en

Amendment 31
Daniel Freund

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3 a. *Underlines that in order to comply with its own climate spending targets (60%), CEF needs to further increase the share of funding for zero-emission transport modes; welcomes the approach of the Commission to co-finance the reestablishment of regional cross-border rail connections that were dismantled or abandoned and encourages the Members States, cross-border regions and the Commission to further intensify these bottom-up projects that contribute to reopen borders in the EU where they still exist, hence generating cohesion; calls on the Commission to consequently increase in a significant manner the reserved amount within the CEF budget line for financing for the re-establishment of regional missing rail links that were dismantled or abandoned; insists that further electrification of railway infrastructure must be intensified and that a quicker roll out of the European Rail Traffic Management System (ERTMS) is required; points out that the CEF budget should also take account of rail freight noise abatement measures in order to ensure a sustainable and efficient freight transport system;*

Or. en

Amendment 32
Isabel García Muñoz, Rovana Plumb, Inma Rodríguez-Piñero, César Luena, Sara Cerdas, Maria Grapini

Draft opinion
Paragraph 4

Draft opinion

4. Regrets the reduction of the financing for the Invest EU programme compared to Parliament's demands given the programme's role in fostering sustainable and safe infrastructure; regrets, further, the subsequent considerable reduction in financing for the InvestEU annual budget of more than 40 % (commitment appropriations) from 2020 to 2021;

Amendment

4. Regrets the reduction of the financing for the Invest EU programme compared to Parliament's demands given the programme's role in fostering sustainable and safe infrastructure; regrets, further, the subsequent considerable reduction in financing for the InvestEU annual budget of more than 40 % (commitment appropriations) from 2020 to 2021; **welcomes, however, the incorporation of the new strategy European investment policy window which provides key investment opportunities for sustainable and safe transport infrastructures, mobility solutions and equipment and for the deployment of innovative technologies;**

Or. en

Amendment 33

João Ferreira, Leila Chaibi

Draft opinion

Paragraph 4

Draft opinion

4. **Regrets** the reduction of the financing for the Invest EU programme compared to Parliament's demands given the programme's role in fostering sustainable and safe infrastructure; **regrets**, further, the subsequent considerable reduction in financing for the InvestEU annual budget of more than 40 % (commitment appropriations) from 2020 to 2021;

Amendment

4. **Calls for a reorientation of EU funds towards public investment in transport infrastructure; rejects, in this regard, that the EU budget is used in public-private partnerships, as claimed by InvestEU, and to promote the privatization and liberalization of the sector; notes** the reduction of the financing for the Invest EU programme compared to Parliament's demands given the programme's role in fostering sustainable and safe infrastructure; **notes**, further, the subsequent considerable reduction in financing for the InvestEU annual budget of more than 40 % (commitment appropriations) from 2020 to 2021;

Or. en

Amendment 34
Daniel Freund

Draft opinion
Paragraph 4

Draft opinion

4. Regrets the reduction of the financing for the Invest EU programme compared to Parliament's demands given the programme's role in fostering sustainable and safe infrastructure; regrets, further, the subsequent considerable reduction in financing for the InvestEU annual budget of more than 40 % (commitment appropriations) from 2020 to 2021;

Amendment

4. Regrets the reduction of the financing for the Invest EU programme compared to Parliament's demands given the programme's role in fostering sustainable and safe infrastructure; regrets, further, the subsequent considerable reduction in financing for the InvestEU annual budget of more than 40 % (commitment appropriations) from 2020 to 2021; ***calls for investments in the transport sector, particularly those with financing from the Union's budget, to take due consideration of the priorities within the EU taxonomy for sustainable investments;***

Or. en

Amendment 35
Daniel Freund

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4 a. Recalls that the final agreement on the regulation setting up InvestEU contains a general provision - applicable to all transport related financing - ensuring that "Projects that are inconsistent with the achievement of the climate objectives shall not be eligible for support" and also that all projects "shall be screened to determine if they have an environmental, climate or social impact and if so, shall be subject to climate, environmental and social sustainability

proofing";

Or. en

Amendment 36
Daniel Freund

Draft opinion
Paragraph 4 b (new)

Draft opinion

Amendment

4 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 for; expects the Commission to put forward without delay a comprehensive and detailed proposal in form of a Framework Regulation and demands for the Parliament to be closely involved in the conception of such a methodology;

Or. en

Amendment 37
Daniel Freund

Draft opinion
Paragraph 4 c (new)

Draft opinion

Amendment

4 c. Reiterates Council's previous call for the Commission to report annually on climate expenditure, rather than on estimates; calls for the Commission to put

forward a correction mechanism, in case the share of climate spending falls below the foreseen target;

Or. en

Amendment 38
Daniel Freund

Draft opinion
Paragraph 4 d (new)

Draft opinion

Amendment

4 d. Stresses that alongside the review of its environmental and social standards, 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 in the 2007-2018 period the EIB provided approximately €140 billion in loans for transport projects, of which around 80% related to road infrastructure ^{1a}; underlines that in order to live up to the stated ambition to become a climate bank the EIB must unambiguously redirect its lending priorities and efforts towards a comprehensive modal shift to the cleanest and most decarbonising alternatives, namely rail; calls on the EIB to report on all steps of its transport policy revision to Parliament in a timely manner;

^{1a} European Court of Auditors - Audit preview "Roads connecting European regions" p.9 - https://www.eca.europa.eu/Lists/ECADocuments/API19_08/AP_CONNECTING_ROADS_EN.pdf

Or. en

Amendment 39

Daniel Freund

**Draft opinion
Paragraph 5**

Draft opinion

5. Notes with regret the sharp decrease in the Cohesion Fund contribution to the CEF for transport in 2021; requests that the 2022 budget re-establishes the contribution to its 2020 level to reflect the crucial role that Union transport policy and investment play in enhancing territorial, social and economic cohesion in the Union, in particular through the completion of the Trans-European Transport Network (TEN-T) core and comprehensive networks;

Amendment

5. Notes with regret the sharp decrease in the Cohesion Fund **(CF)** contribution to the CEF for transport in 2021; requests that the 2022 budget re-establishes the contribution to its 2020 level to reflect the crucial role that Union transport policy and investment play in enhancing territorial, social and economic cohesion in the Union, in particular through the completion of the Trans-European Transport Network (TEN-T) core and comprehensive networks; ***reiterates its longstanding demand about transparency of EU funding in the transport sector, in particular of shared management resources; calls on the Commission to make available in a comprehensive manner information on transport projects that have received funding from the European Regional Development Fund (ERDF) and CF;***

Or. en

**Amendment 40
João Ferreira, Leila Chaibi**

**Draft opinion
Paragraph 5**

Draft opinion

5. Notes ***with regret*** the sharp decrease in the Cohesion Fund contribution to the CEF for transport in 2021; requests that the 2022 budget ***re-establishes the contribution to its 2020 level to*** reflect the crucial role that ***Union transport policy and investment play*** in enhancing territorial, social and economic cohesion in the ***Union***, in particular through the

Amendment

5. Notes the sharp decrease in the Cohesion Fund contribution to the CEF for transport in 2021; requests that the 2022 budget ***significantly strengthens the budget lines linked to cohesion policy, and that this could*** reflect the crucial role that ***the transport sector and public investment plays*** in enhancing territorial, social and economic cohesion in the ***EU***, in particular

completion of the Trans-European Transport Network (TEN-T) core and comprehensive networks;

through the completion of the Trans-European Transport Network (TEN-T) core and comprehensive networks, ***also at local and regional levels; highlights, in this regard, the need to reinforce the investment in peripheral and outermost regions connectivity;***

Or. en

Amendment 41
Daniel Freund

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Calls on further identifying possible synergies with other funding programmes and exploiting to their full potential in order to maximise the Union investment in sustainable transport infrastructure and services; underlines the need for decarbonisation of all EU funds, particularly in relation to the transport sector; expresses concern that little attention is given so far to modal shift in the use of the European Regional Development Fund (ERDF) and the Cohesion Fund (CF); recommends to increase investment also into active mobility, such as cycling and walking;

Or. en

Amendment 42
Gheorghe Falcă

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Recalls that cohesion policy funding for transport infrastructure

should aim at pursuing the Treaty-based objective of EU economic, social and territorial cohesion; highlights the crucial role that EU transport policy and investment plays in promoting and enhancing territorial, social and economic cohesion in the EU; requests, therefore, that the funding of TEN-T be maintained as part of cohesion policy including the support component for the development and modernisation of secondary, regional and local links;

Or. en

Amendment 43
Mario Furore, Laura Ferrara

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5 a. stresses the importance to take into account the conclusions of the Court of Auditors on the real added value of current projects in order to review the priorities in the light of the current economic situation, especially where there is no national network consistent with the need to ensure mobility in keeping with the objectives on economic, social, territorial and environmental cohesion;

Or. en

Amendment 44
Isabel García Muñoz, Rovana Plumb, Inma Rodríguez-Piñero, César Luena, Sara Cerdas, Maria Grapini, Kathleen Van Brempt

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Welcomes the Commission

intention to drive the research and deployment of innovative and sustainable technologies in transport to contribute to sustainable mobility services; highlights EU research programmes, such as Connecting Europe Facility, Cohesion Fund, the European Regional Development Fund and the InvestEU which will be crucial for the deployment of these technologies;

Or. en

Amendment 45

Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Elsi Katainen

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Underlines the crucial role of public sector loan facility under Just Transition Mechanism, as a means to offset the costs of energy transition, by investing in safe and sustainable transport and tourism infrastructures in the regions that are most affected by transition challenges, such as sparsely populated areas, disadvantaged regions and environmentally vulnerable territories;

Or. en

Amendment 46

João Ferreira, Leila Chaibi

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Calls for an evaluation of the potential impacts of a specific fund focused on the outermost regions transport networks - a POSEI Transport -,

compared with the current financing model;

Or. en

Amendment 47

Isabel García Muñoz, Rovana Plumb, Inma Rodríguez-Piñero, César Luena, Sara Cerdas, Maria Grapini, Kathleen Van Brempt

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5 b. Reiterates the need to promote a just transition while advancing towards sustainable, smart and resilient mobility; welcomes the Commission's intention to ensure that financing possibilities under the Just Transition Mechanism are fully explored to make new mobility affordable and accessible in all regions, including rural ones, and for all passengers, including those with disabilities and reduced mobility;

Or. en

Amendment 48

Daniel Freund

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5 b. Calls for a more transparent funding landscape and more transparent project assessments, with particular attention paid to the participation of citizens in transparent decision-making and monitoring the development of large projects that have a total investment volume of over 1 billion EUROS;

Or. en

Amendment 49
Mario Furore, Laura Ferrara

Draft opinion
Paragraph 6

Draft opinion

6. Considers that the improvement of network maintenance contributes to its efficiency and seamless continuity, enhances the sustainability, performance, and thus the resilience of TEN-T infrastructure, while also improving road safety; calls on the Commission to facilitate investments in network maintenance and to implement a core network monitoring plan on maintenance at the European level with a view to ensuring the smooth connectivity of all territories in the EU;

Amendment

6. Considers that the improvement of network maintenance contributes to its efficiency and seamless continuity, enhances the sustainability, performance, and thus the resilience of TEN-T infrastructure, while also improving road safety; calls on the Commission to facilitate investments in network maintenance and to implement a core network monitoring plan on maintenance at the European level with a view to ensuring the smooth connectivity of all territories in the EU; ***calls on the Commission to stipulate that all financial contributions from Member States relating to infrastructure maintenance and safety work shall be fully deducted from the relevant deficit targets of the Stability and Growth Pact, when the suspension lapses;***

Or. en

Amendment 50
Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica

Draft opinion
Paragraph 6

Draft opinion

6. Considers that the improvement of network maintenance contributes to its efficiency and seamless continuity, enhances the sustainability, performance, and thus the resilience of TEN-T infrastructure, while also improving road safety; calls on the Commission to facilitate investments in network

Amendment

6. Considers that the improvement of network maintenance contributes to its efficiency and seamless continuity, enhances the sustainability, performance, and thus the resilience of TEN-T infrastructure, while also improving road safety; calls on the Commission to facilitate ***and incentivise*** investments in

maintenance and to implement a core network monitoring plan on maintenance at the European level with a view to ensuring the smooth connectivity of all territories in the EU;

network maintenance and to implement a core network monitoring plan on maintenance at the European level with a view to ensuring the smooth connectivity of all territories in the EU; ***calls on the Commission to give priority to the regions where particular challenges have been identified in the network maintenance and to provide for advisory, technical and financial support to the relevant authorities;***

Or. en

Amendment 51

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

Draft opinion Paragraph 6

Draft opinion

6. Considers that the improvement of network maintenance contributes to its efficiency and seamless continuity, enhances the sustainability, performance, and thus the resilience of TEN-T infrastructure, while also improving road safety; calls on the Commission to facilitate investments in network maintenance and to implement a core network monitoring plan on maintenance at the European level with a view to ensuring the smooth connectivity of all territories in the EU;

Amendment

6. Considers that the improvement of network maintenance contributes to its efficiency and seamless continuity, enhances the sustainability, performance, and thus the resilience of TEN-T infrastructure, while also improving road safety; ***notes in particular the importance of addressing and upgrading the existing high-risk infrastructure, especially ageing and underdeveloped network segments;*** calls on the Commission to facilitate investments in network maintenance and to implement a core network monitoring plan on maintenance at the European level with a view to ensuring the smooth connectivity of all territories in the EU;

Or. en

Amendment 52 Daniel Freund

Draft opinion

Paragraph 6

Draft opinion

6. Considers that the improvement of network maintenance contributes to its efficiency and seamless continuity, enhances the sustainability, performance, and thus the resilience of TEN-T infrastructure, while also improving road safety; calls on the Commission to facilitate investments in network maintenance and to implement a core network monitoring plan on maintenance at the European level with a view to ensuring the smooth connectivity of all territories in the EU;

Amendment

6. Considers that the improvement of network maintenance contributes to its efficiency and seamless continuity, enhances the sustainability, performance, and thus the resilience of TEN-T infrastructure, while also improving road safety ***with particular emphasis on vulnerable road users, such as pedestrians, cyclists, and other micro-mobility users***; calls on the Commission to facilitate investments in network maintenance and to implement a core network monitoring plan on maintenance at the European level with a view to ensuring the smooth connectivity of all territories in the EU;

Or. en

Amendment 53

Daniel Freund

Draft opinion

Paragraph 6 a (new)

Draft opinion

Amendment

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

Amendment 54
Gheorghe Falcă

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6 a. Considers that the Commission should also should support cities in the procurement of zero-emission vehicles, including buses and ferries, and associated infrastructure. Calls for a better information on low and zero emission zones and common labels as well as digital solutions for vehicles that can help maintain a well-functioning single market and ease the exercise of fundamental freedoms;

Or. en

Amendment 55
Daniel Freund

Draft opinion
Paragraph 6 b (new)

Draft opinion

Amendment

6 b. Considers that cost benefit analyses for transport projects must not longer be focussed on short term economic analyses but the comprehensive understanding of all short and long term external costs, guided by the Commission's recent work on internalisation which revealed that "the overall size of transport external costs is estimated at around 1 000 billion euro annually".^{1a}

1a

<https://ec.europa.eu/transport/sites/transp>

Amendment 56

Daniel Freund, Karima Delli, Ignazio Corrao, Eleonora Evi

Draft opinion

Paragraph 6 c (new)

Draft opinion

Amendment

6 c. Stresses that any transport project such as the Lyon-Turin high-speed railway line should guarantee a high level of transparency, providing access to the relevant documents especially in case projects affect the environment and the health of people; emphasises that the assessment procedure of projects should take into account social and cohesion criteria, and in particular the acceptance by local communities, as well as a life-cycle assessment of their climate impact; considers that infrastructure projects whose operation emission savings by 2050 -compared to the baseline scenario- do not offset the construction related emissions should be put on hold at least until that date;

Or. en

Amendment 57

Daniel Freund

Draft opinion

Paragraph 7

Draft opinion

Amendment

7. Regrets the drastic cut of 75 % in the funding of military mobility under the transport pillar compared to the initial Action plan of March 2018, considerably

deleted

reducing the ambition of this new policy objective which aims to adapt parts of the TEN-T networks for a dual use of the transport infrastructure with a view to improving both civilian and military mobility;

Or. en

Amendment 58
João Ferreira, Leila Chaibi

Draft opinion
Paragraph 7

Draft opinion

Amendment

7. Regrets the drastic cut of 75 % in the funding of military mobility under the transport pillar compared to the initial Action plan of March 2018, considerably reducing the ambition of this new policy objective which aims to adapt parts of the TEN-T networks for a dual use of the transport infrastructure with a view to improving both civilian and military mobility;

deleted

Or. en

Amendment 59
Dorien Rookmaker

Draft opinion
Paragraph 7

Draft opinion

Amendment

7. Regrets the drastic cut of 75 % in the funding of military mobility under the transport pillar compared to the initial Action plan of March 2018, considerably reducing the ambition of this new policy objective which aims to adapt parts of the TEN-T networks for a dual use of the transport infrastructure with a view to

deleted

improving both civilian and military mobility;

Or. en

Amendment 60
Daniel Freund

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7 a. Encourages the Commission to give continuity to 2021 as the European Year of Rail and further promote the revitalisation of comfortable European Night Trains as a sustainable alternative to short-haul flights and long-distance car travelling;

Or. en

Amendment 61
Daniel Freund

Draft opinion
Paragraph 7 b (new)

Draft opinion

Amendment

7 b. Calls on the Commission to combine the co-financing of the Euro-velo network with the comprehensive rail network;

Or. en

Amendment 62
Daniel Freund

Draft opinion
Paragraph 7 c (new)

7 c. *Considers essential a stronger articulation of urban transport financing with Sustainable Urban Mobility Plans (SUMPS) in order to boost the urban mobility transformation and make it aligned with the European Green Deal and the European Climate Law targets;*

Or. en

Amendment 63

Mario Furore, Laura Ferrara

Draft opinion Paragraph 8

Draft opinion

8. Reiterates Parliament's urgent and repeated request for the creation of a specific programme for sustainable tourism at European level, including the allocation of a budget of EUR 300 million; highlights that this would help this sector strongly connected to transport to recover from the COVID-19 crisis, and would be a first step towards improving EU tourism policies;

Amendment

8. Reiterates Parliament's urgent and repeated request for the creation of a specific programme for sustainable tourism at European level, including the allocation of a budget of EUR 300 million; highlights that this would help this sector strongly connected to transport to recover from the COVID-19 crisis, and would be a first step towards improving EU tourism policies; ***calls for an adequate and strong action for the turistic sectors suffering from the pandemic situation; regrets that the Commission actions have been focused mostly on the aviation sector, neglecting especially the touristic maritime sector; considers essential to open a roundtable with the transport and tourism sector in order to improve the recovering instruments and facilitate the access to them;***

Or. en

Amendment 64

Marian-Jean Marinescu

Draft opinion
Paragraph 8

Draft opinion

8. Reiterates Parliament's urgent and repeated request for the creation of a specific programme for sustainable tourism at European level, including the allocation of a budget of EUR 300 million; highlights that this would help this sector strongly connected to transport to recover from the COVID-19 crisis, and would be a first step towards improving EU tourism policies;

Amendment

8. Reiterates Parliament's urgent and repeated request for the creation of a specific programme for sustainable tourism at European level, including the allocation of a budget of EUR 300 million; highlights that this would help this sector strongly connected to transport to recover from the COVID-19 crisis, and would be a first step towards improving EU tourism policies; ***Underlines the continuous contribution of the European Union Aviation Safety Agency (EASA) to a safe and healthy return to aviation operations through its close cooperation with the European Centre for Disease Prevention and Control (ECDC) with the conclusion of the COVID-19 Aviation Health Safety Protocol.***

Or. en

Amendment 65

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

Draft opinion
Paragraph 8

Draft opinion

8. Reiterates Parliament's urgent and repeated request for the creation of a specific programme for sustainable tourism at European level, including the allocation of a budget of EUR 300 million; highlights that this would help this sector strongly connected to transport to recover from the COVID-19 crisis, and would be a first step towards improving EU tourism policies;

Amendment

8. Reiterates Parliament's urgent and repeated request for the creation of a specific programme for sustainable tourism at European level, including the allocation of a budget of EUR 300 million; highlights that this would help this sector strongly connected to transport to recover from the COVID-19 crisis, and would be a first step towards improving EU tourism policies ***for the benefit of the Union's economy, competitiveness, employment and social development; welcomes in that regard that the ECA has launched an audit to assess***

tourism projects co-funded with EUR 6.4 billion in 2007-2013 and EUR 4 billion so far in 2014-2020 by ERDF and Cohesion Fund;

Or. en

Amendment 66
Daniel Freund

Draft opinion
Paragraph 8

Draft opinion

8. Reiterates Parliament's urgent and repeated request for the creation of a specific programme for sustainable tourism at European level, including the allocation of a budget of EUR 300 million; highlights that this would help this sector strongly connected to transport to recover from the COVID-19 crisis, and would be a first step towards improving EU tourism policies;

Amendment

8. Reiterates Parliament's urgent and repeated request for the creation of a specific programme for sustainable tourism at European level, including the allocation of a budget of EUR 300 million; highlights that this would help this sector strongly connected to transport to recover *sustainably* from the COVID-19 crisis, and would be a first step towards improving EU tourism policies *in order to make them aligned with the environmental goals and climate targets of the union, as well as to boost local, quality, permanent jobs within the sector*;

Or. en

Amendment 67
Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Elsi Katainen, Nicola Danti

Draft opinion
Paragraph 8

Draft opinion

8. Reiterates Parliament's urgent and repeated request for the creation of a specific programme *for sustainable* tourism at European level, *including the allocation of a budget of EUR 300*

Amendment

8. Reiterates Parliament's urgent and repeated request for the creation of a specific *budget line and specific* programme *on* tourism at European level; highlights that this would help this sector

million; highlights that this would help this sector strongly connected to transport to recover from the COVID-19 crisis, and would be a first step towards improving EU tourism policies;

strongly connected to transport to recover from the COVID-19 crisis, and would be a first step towards improving EU tourism policies, ***creating additional employment opportunities, incentivising the sector to invest in EU-added value projects related to the green and digital transition***;

Or. en

Amendment 68 **Daniel Freund**

Draft opinion **Paragraph 9**

Draft opinion

9. Requests that the funding of European transport agencies and joint undertakings be aligned with their level of responsibility; recalls in particular the role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail, and the progress in the establishment of the Single European Railway Area; recalls, similarly, the significant workload generated for the European Aviation Safety Agency (EASA) by the Boeing 737 Max investigations, and the role the Agency ***plays*** - along with the Clean Sky 2 and SESAR joint undertakings - in reducing CO₂ emissions per passenger; stresses the role the European Maritime Safety Agency (EMSA) could play in supporting Member States in mitigating shipping-related environmental risks and in improving the sustainability of the maritime sector if provided with further resources;

Amendment

9. Requests that the funding of European transport agencies and joint undertakings be aligned with their level of responsibility; recalls in particular the role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail, and the progress in the establishment of the Single European Railway Area; recalls, similarly, the significant workload generated for the European Aviation Safety Agency (EASA) by the Boeing 737 Max investigations, and the ***further*** role the Agency ***is expected to play*** - along with the Clean Sky 2 and SESAR joint undertakings - in reducing CO₂ emissions per passenger; ***points out that efficiency gains in aviation have not prevented an overall rise in CO₂ emissions and other negative climate effects of flying***; stresses the role the European Maritime Safety Agency (EMSA) could play in supporting Member States in mitigating shipping-related environmental risks, ***particularly its heavily polluting emissions***, and in improving the sustainability of the maritime sector if provided with further resources;

Or. en

Amendment 69
Marian-Jean Marinescu

Draft opinion
Paragraph 9

Draft opinion

9. Requests that the funding of European transport agencies and joint undertakings be aligned with their level of responsibility; recalls in particular the role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail, and the progress in the establishment of the Single European Railway Area; recalls, similarly, the significant workload generated for the European Aviation Safety Agency (EASA) by the Boeing 737 Max investigations, and the role the Agency plays - along with the Clean Sky 2 and SESAR joint undertakings - in reducing CO₂ emissions per passenger; stresses the role the European Maritime Safety Agency (EMSA) could play in supporting Member States in mitigating shipping-related environmental risks and in improving the sustainability of the maritime sector if provided with further resources;

Amendment

9. Requests that the funding of European transport agencies and joint undertakings be aligned with their level of responsibility; recalls in particular the role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail, and the progress in the establishment of the Single European Railway Area; recalls, similarly, the significant workload generated for the European **Union** Aviation Safety Agency (EASA) by the Boeing 737 Max investigations, and the role the Agency plays - along with the Clean Sky 2 and SESAR joint undertakings - in reducing CO₂ emissions per passenger; ***salutes also EASA,s important contribution in close coordination with the Commission as regards the Brexit immediate impact and beyond in the aviation field***; stresses the role the European Maritime Safety Agency (EMSA) could play in supporting Member States in mitigating shipping-related environmental risks and in improving the sustainability of the maritime sector if provided with further resources;

Or. en

Amendment 70
Isabel García Muñoz, Rovana Plumb, Inma Rodríguez-Piñero, César Luena, Sara Cerdas, Maria Grapini

Draft opinion
Paragraph 9

Draft opinion

9. Requests that the funding of European transport agencies and joint undertakings be aligned with their level of responsibility; recalls in particular the role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail, and the progress in the establishment of the Single European Railway Area; recalls, similarly, the significant workload generated for the European Aviation Safety Agency (EASA) by the Boeing 737 Max investigations, and the role the Agency plays - along with the Clean Sky 2 and SESAR joint undertakings - in reducing CO₂ emissions per passenger; stresses the role the European Maritime Safety Agency (EMSA) could play in supporting Member States in mitigating shipping-related environmental risks and in improving the sustainability of the maritime sector if provided with further resources;

Amendment

9. Requests that the funding of European transport agencies and joint undertakings be aligned with their level of responsibility ***and their role as key players in the transition towards decarbonisation of transport modes***; recalls in particular the role of the European Union Agency for Railways (ERA) and the Shift2Rail Joint Undertaking in achieving a lasting shift from road to rail, and the progress in the establishment of the Single European Railway Area; recalls, similarly, the significant workload generated for the European Aviation Safety Agency (EASA) by the Boeing 737 Max investigations, and the role the Agency plays - along with the Clean Sky 2 and SESAR joint undertakings - in reducing CO₂ emissions per passenger; stresses the role the European Maritime Safety Agency (EMSA) could play in supporting Member States in mitigating shipping-related environmental risks and in improving the sustainability of the maritime sector if provided with further resources;

Or. en

Amendment 71
Marian-Jean Marinescu

Draft opinion
Paragraph 9 a (new)

Draft opinion

Amendment

9 a. reiterates that EASA, classified as a “European Strategic Investment” agency, received in 2018 significant new core tasks with regard to cybersecurity in aviation, drones and urban air mobility, environmental protection, research and development, international cooperation; calls, therefore, for an adequate budget of the Agency in order to equip it with the necessary resources for its tasks;

Underlines the role of the Agency in the Green Deal through its work to improve the environmental impact of aviation, among others through the development of new CO2 standards, the monitoring of Environmental Fraud prevention and the concept of an EcoLabel programme and of LifeCycle, sustainable fuels as well as the green renewal of airlines' fleets;

Or. en

Amendment 72

Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Nicola Danti

Draft opinion

Paragraph 9 a (new)

Draft opinion

Amendment

9 a. Stresses the crucial role of upskilling, reskilling and professional trainings play in achieving sustainability and safety objectives in transport and tourism sectors; therefore, requests that adequate amounts of the EU funding should be dedicated to these objectives, including initiatives such as awareness-raising on road safety, sustainable tourism and training of the operators and inspectors responsible for the enforcement of the EU rules in this field;

Or. en

Amendment 73

Daniel Freund

Draft opinion

Paragraph 9 a (new)

Draft opinion

Amendment

9 a. Regrets the significant reduction in the European Railway Agency's budget for 2021; considers it essential to align the

Agency's budget with its level of responsibility and significance in reducing greenhouse gas emissions coming from the transport sector; requests that the Agency's 2022 budget is increased to at least its 2020 level;

Or. en

Amendment 74

Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Elsi Katainen, Nicola Danti

Draft opinion

Paragraph 9 b (new)

Draft opinion

Amendment

9 b. Suggests that in the context of pandemics, COVID-19 vaccination certificate is one of the practical means to facilitate travel and reduce travel restrictions; highlights in this regard that where additional technical, digital and transport infrastructure is needed to put in place vaccination certificates, the relevant expenses should be eligible under EU funds and programs;

Or. en

Amendment 75

Isabel García Muñoz, Rovana Plumb, Inma Rodríguez-Piñero, César Luena, Sara Cerdas, Maria Grapini, Kathleen Van Brempt

Draft opinion

Paragraph 10

Draft opinion

Amendment

10. Highlights the important role that European partnerships could play in boosting innovation and research, and in improving the transport sector's performance and safety while promoting reductions in transport emissions based on

10. Highlights the important role that European partnerships could play in boosting innovation and research, and in improving the transport sector's performance and safety while promoting reductions in transport emissions based on

technological progress and rules; points out 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 therefore that the financial means available to the Horizon Europe research programme be increased;

technological progress and rules; points out that *partnerships envisaged for Horizon Europe, such as ‘Batteries’, ‘2Zero’ and ‘Clean Hydrogen’, could contribute to the supply of innovative vehicle technologies and to the development of a needed comprehensive policy to stimulate demand for zero and low emission vehicles across the EU*; requests therefore that the financial means available to the Horizon Europe research programme be increased;

Or. en

Amendment 76
Daniel Freund

Draft opinion
Paragraph 10

Draft opinion

10. Highlights the important role that European partnerships could play in boosting innovation and research, and in improving the transport sector’s performance and safety while promoting reductions in transport emissions based on technological progress and rules; points out 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 therefore that the financial means available to the Horizon Europe research programme be increased;

Amendment

10. Highlights the important role that European partnerships could play in boosting innovation and research, and in improving the transport sector’s performance and safety while promoting reductions in transport emissions based *among others* on technological progress and rules; points out 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 therefore that the financial means available to the Horizon Europe research programme be increased;

Or. en

Amendment 77
Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Elsi Katainen

Draft opinion
Paragraph 10

Draft opinion

10. Highlights the important role that European partnerships could play in boosting innovation and research, and in improving the transport sector's performance and safety while promoting reductions in transport emissions based on technological progress and *rules*; points out 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 therefore that the financial means available to the Horizon Europe research programme be increased;

Amendment

10. Highlights the important role that European partnerships could play in boosting innovation and research, and in improving the transport sector's performance and safety while promoting reductions in transport emissions based on technological progress and *science-based approach*; points out that EU financing programmes such as Horizon Europe could play a key role in promoting partnerships with EU *Member States*, the private sector, *and all related stakeholders*; requests therefore that the financial means available to the Horizon Europe research programme be increased;

Or. en

Amendment 78

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

Draft opinion

Paragraph 10 a (new)

Draft opinion

Amendment

10 a. Notes that the European Investment Bank (EIB) is working on the revision of its lending policy; highlights that this revision should enable private investment to improve resilience and accelerate the deployment of sustainable and smart technologies in all transport modes in line with the Smart and Sustainable Mobility Strategy; further highlights that the revised lending policy should boost public and private investment in more sustainable multimodal access and in fleet renewals in aviation and waterborne transport; welcomes the EIB's intention to develop, alongside public authorities, ambitious sustainable mobility investment programmes, such as sustainable urban mobility plans and public transport

projects;

Or. en

Amendment 79

Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica

Draft opinion

Paragraph 10 a (new)

Draft opinion

Amendment

10 a. Stresses that the lack of reliable and consistent collection of data on air pollution related to transport activity still represents a challenge for implementing authorities; urges therefore the Commission to earmark sufficient resources under the EU funds and programmes to financially support air pollution monitoring activity and infrastructure;

Or. en

Amendment 80

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

Draft opinion

Paragraph 11

Draft opinion

Amendment

11. Welcomes the role of the new Recovery and Resilience Facility and related national plans in mitigating the socioeconomic impact of the COVID-19, and in stimulating the recovery in the transport and tourism sectors, as well as in advancing towards the green and digital transition.

11. Welcomes the role of the new Recovery and Resilience Facility and related national plans in mitigating the socioeconomic impact of the COVID-19, and in stimulating the recovery in the transport and tourism sectors, as well as in advancing towards the green and digital transition; ***highlights that the national recovery and resilience plans should focus on policy areas, such as, green transition, digital transformation, economic cohesion, competitiveness and social and***

territorial cohesion; notes the potential of these areas in the recovery of transport and tourism sectors; supports in particular the financing of recharging infrastructure with the objective to install 500 000 hydrogen recharging points by 2025 and one million for 2030;

Or. en

Amendment 81

Vlad Gheorghe, Jan-Christoph Oetjen, Izaskun Bilbao Barandica, Elsi Katainen, Nicola Danti

Draft opinion

Paragraph 11

Draft opinion

11. Welcomes the role of the new Recovery and Resilience Facility and related national plans in mitigating the socioeconomic impact of the COVID-19, and in stimulating the recovery in the transport and tourism sectors, as well as in advancing towards the green and digital transition.

Amendment

11. Welcomes the role of the new Recovery and Resilience Facility and related national plans in mitigating the socioeconomic impact of the COVID-19, and in stimulating the recovery in the transport and tourism sectors, as well as in advancing towards the green and digital transition; ***suggests that the Facility should be used i.a. for building resilience within the transport and tourism sectors so as to increase crisis-preparedness for management of crises of similar magnitude in the future.***

Or. en

Amendment 82

Daniel Freund

Draft opinion

Paragraph 11 a (new)

Draft opinion

Amendment

11 a. Recalls that public investment in infrastructure is particularly sensitive to corruption. Stresses the importance of

guaranteeing a transparent and competitive tendering process for large-scale transport infrastructure projects financed by the EU. Insists that contracting authorities and bidders for these large-scale projects must enter into Integrity Pacts under which third parties monitor their compliance with commitments to best practice and transparency; further stresses that persons or entities who have previously been found guilty of fraud or corruption in relation to projects financed by the EU shall not be eligible to bid in future tender procedures;

Or. en

Amendment 83
Dorien Rookmaker

Draft opinion
Paragraph 11 a (new)

Draft opinion

Amendment

11 a. Request that the spending and utilization of the budget be made accessible and transparent for all EU-citizens. Eu-citizens should be actively informed about the facts and figures of the budget.

Or. en