



**2021/2106(DEC)**

29.11.2021

# **AMENDMENTS**

## **1 - 31**

**Draft opinion**

**Andrey Novakov**

(PE699.194v01-00)

2020 discharge: General budget of the EU - European Commission  
(2021/2106(DEC))



## Amendment 1

Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu

### Draft opinion

#### Paragraph 4

##### *Draft opinion*

4. Notes that, at the end of 2020, Innovation and Networks Executive Agency under Horizon 2020 Transport had a portfolio of 291 ongoing R&I implementation activities in the transport area for EUR 1,9 billion;

##### *Amendment*

4. Notes that, at the end of 2020, Innovation and Networks Executive Agency under Horizon 2020 Transport had a portfolio of 291 ongoing R&I implementation activities in the transport area for EUR 1,9 billion ***to contribute to the achievement of a resilient, environmentally friendly and affordable European transport system; calls for the creation of incentives for further massive investments in technological development for the Union to become a technological leader in the green and digital innovations in energy and related sectors, and propulsion technologies in transport, calls on the Commission to establish Union-level governance to provide for faster standardisation, harmonisation and investment into technological measures.***

Or. en

## Amendment 2

Alviina Alametsä

### Draft opinion

#### Paragraph 4 a (new)

##### *Draft opinion*

##### *Amendment*

***4 a. Stresses the need to allocate Union funding exclusively to transport projects that fulfil the requirements of a future-proof, sustainable European transport network, in accordance with the Union taxonomy, and consequently to prioritise projects that significantly contribute to reaching climate-neutrality in the transport sector;***

**Amendment 3**

**Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu, Massimiliano Salini**

**Draft opinion**

**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

***4 a. Welcomes the progress of the Horizon Europe to prepare for the launch of new EU partnerships in areas such as clean hydrogen, batteries, clean aviation, rail, connected and automated mobility, zero-emission road and waterborne transport, in particular for the Work Programme 2021-2022;***

Or. en

**Amendment 4**

**Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu, Massimiliano Salini**

**Draft opinion**

**Paragraph 4 b (new)**

*Draft opinion*

*Amendment*

***4 b. Notes that in 2020, several Research and Innovation activities under Horizon 2020 took place to support innovation in smart and sustainable mobility and to advance the progress in digitalisation and automation of aviation and rail through the SESAR and Shift2Rail Joint Undertakings;***

Or. en

**Amendment 5**

**Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 4 c (new)**

*Draft opinion*

*Amendment*

**4 c. Notes with regret that current modal split of inland freight transport in EU is highly disproportional, e.g. 76.3 % for road freight transport, followed by rail and inland waterway transport (17.6 % and 6.1 % respectively); calls for further actions to create incentives and intensify investments in railway and inland waterway transport and its harmonisation and standardisation to achieve more competitive, climate-resilient and affordable transport system of the future;**

Or. en

**Amendment 6**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

*Amendment*

5. Welcomes the fact that, in 2020, the 2019 multi annual call for proposals under the Connecting Europe Facility (CEF) was successfully completed, selecting 125 projects with an overall contribution of more than EUR 2 billion;

5. Welcomes the fact that, in 2020, the 2019 multi annual call for proposals under the Connecting Europe Facility (CEF) was successfully completed, selecting 125 projects with an overall contribution of more than EUR 2 billion; ***underlines the importance of investing in sustainable transport networks to enable the necessary faster trend in the shift towards more sustainable modes of transport; underlines the target of at least 60% of the CEF2 related expenditure to be unambiguously contributing in reaching the Union climate targets;***

Or. en

## Amendment 7

Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu

### Draft opinion

#### Paragraph 5

##### *Draft opinion*

5. Welcomes the fact that, in 2020, the 2019 multi annual call for proposals under the Connecting Europe Facility (CEF) was successfully completed, selecting 125 projects with an overall contribution of more than EUR 2 billion;

##### *Amendment*

5. Welcomes the fact that, in 2020, the 2019 multi annual call for proposals under the Connecting Europe Facility (CEF) was successfully completed, selecting 125 projects with an overall contribution of more than EUR 2 billion; ***notes that more than 90% of the CEF contribution was allocated to projects expected to address climate related objectives and in particular railway, inland waterways and maritime ports infrastructures and deployment of alternative fuels infrastructure;***

Or. en

## Amendment 8

José Ramón Bauzá Díaz

on behalf of the Renew Group

Caroline Nagtegaal, Jan-Christoph Oetjen, Søren Gade, Dominique Riquet

### Draft opinion

#### Paragraph 5

##### *Draft opinion*

5. Welcomes the fact that, in 2020, the 2019 multi annual call for proposals under the Connecting Europe Facility (CEF) was successfully completed, selecting 125 projects with an overall contribution of more than EUR 2 billion;

##### *Amendment*

5. Welcomes the fact that, in 2020, the 2019 multi annual call for proposals under the Connecting Europe Facility (CEF) was successfully completed, selecting 125 projects with an overall contribution of more than EUR 2 billion; ***notes, however, the need to improve the level of awareness of the CEF eligibility rules among the beneficiaries;***

Or. en

## **Amendment 9**

**Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu, Massimiliano Salini**

### **Draft opinion**

#### **Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5 a. Is convinced that the work on the modernisation of the railway sector is contributing both to the objectives of A Europe fit for the digital age and of the European Green Deal; welcomes in this regard the fact that in 2020 twelve actions related to European Rail Traffic Management System (ERTMS) were supported, under both the 2019 MAP call and the CEF Transport Blending Facility in order to improve interoperability, sustainability and security of railway transport; regrets however that currently roughly 30 national signalling systems exist across the Union; it is therefore necessary to foster the cooperation between European Commission, Member States, Infrastructure Managers and Railway Undertakings while improving funding opportunities to incentivise investments in ERTMS;**

Or. en

## **Amendment 10**

**Maria Grapini, Rovana Plumb, Andris Ameriks, Isabel García Muñoz**

### **Draft opinion**

#### **Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5 a. Welcomes the fact that in the 2014-2020 period, CEF Transport co-funding amounting to EUR 23.03 billion was allocated to 959 actions. While addressing infrastructure along both the core and the comprehensive network of the trans-European transport network, the**

*programme focuses its support on the core network, with more than 170 sections concerned.*

Or. en

#### **Amendment 11**

**Maria Grapini, Rovana Plumb, Andris Ameriks, Isabel García Muñoz**

#### **Draft opinion**

##### **Paragraph 6**

#### *Draft opinion*

6. ***Regrets the low*** implementation rate of ***CEF during the 2014-2020 period:*** calls on Member States to significantly speed up investments, and on the Commission to step up its monitoring in view of the urgent need for infrastructure investment in order to facilitate a swift recovery from the Covid-19 crisis; ***is concerned that a significant under-execution*** of payments for transport infrastructure financed by the Cohesion Fund contribution to CEF ***for 2021 is expected, and that*** implementation delays and decommitment of funds ***might occur;***

#### *Amendment*

6. ***Highlights that CEF's 2014-2020 cumulative*** implementation rate ***reflects the progress of the projects and recalls that CEF Transport projects are expected to be completed by the end of 2024;*** calls on Member States to significantly speed up investments, and on the Commission to step up its monitoring in view of the urgent need for infrastructure investment in order to facilitate a swift recovery from the Covid-19 crisis; ***calls on the Commission and Member States to accelerate the execution*** of payments for transport infrastructure financed by the Cohesion Fund contribution to CEF ***2021-2027 to prevent*** implementation delays, and decommitment of funds;

Or. en

#### **Amendment 12**

**José Ramón Bauzá Díaz**

on behalf of the Renew Group

**Caroline Nagtegaal, Jan-Christoph Oetjen, Søren Gade, Dominique Riquet**

#### **Draft opinion**

##### **Paragraph 6**

#### *Draft opinion*

6. Regrets the low implementation rate of CEF during the 2014-2020 period:

#### *Amendment*

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calls on Member States to significantly speed up investments, and on the Commission to step up its monitoring in view of the urgent need for infrastructure investment in order to facilitate a swift recovery from the Covid-19 crisis; is concerned that a significant under-execution of payments for transport infrastructure financed by the Cohesion Fund contribution to CEF for 2021 is expected, and that implementation delays and decommitment of funds might occur;

calls on Member States to significantly speed up investments, and on the Commission to step up its monitoring in view of the urgent need for infrastructure investment in order to facilitate a swift recovery from the Covid-19 crisis; is concerned that a significant under-execution of payments for transport infrastructure financed by the Cohesion Fund contribution to CEF for 2021 is expected, and that implementation delays and decommitment of funds might occur; ***calls on the Commission to ensure the long-term and coherent planning of commitments and calls and to enhance the link between funding and the achievement of projects milestones in order to ensure the timely completion of the core TEN-T networks; notes the need to prioritize the global network when using the ESIF available for road projects in complementarity to the core network***

Or. en

### **Amendment 13** **Alviina Alametsä**

#### **Draft opinion** **Paragraph 6**

##### *Draft opinion*

6. Regrets the low implementation rate of CEF during the 2014-2020 period: calls on Member States to significantly speed up investments, and on the Commission to step up its monitoring in view of the urgent need for infrastructure investment in order to facilitate a swift recovery from the Covid-19 crisis; is concerned that a significant under-execution of payments for transport infrastructure financed by the Cohesion Fund contribution to CEF for 2021 is expected, and that implementation delays and decommitment of funds might occur;

##### *Amendment*

6. Regrets the low implementation rate of CEF during the 2014-2020 period: calls on Member States to significantly speed up investments, and on the Commission to step up its monitoring in view of the urgent need for infrastructure investment in order to facilitate a swift recovery from the Covid-19 crisis ***and to lay the groundwork for a transition to more sustainable transport***; is concerned that a significant under-execution of payments for transport infrastructure financed by the Cohesion Fund contribution to CEF for 2021 is expected, and that implementation delays and

decommitment of funds might occur;

Or. en

#### **Amendment 14**

**Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu**

#### **Draft opinion**

#### **Paragraph 6**

##### *Draft opinion*

6. Regrets the low implementation rate of CEF during the 2014-2020 period: calls on Member States to significantly speed up investments, and on the Commission to step up its monitoring in view of the urgent need for infrastructure investment in order to facilitate a swift recovery from the Covid-19 crisis; is concerned that a significant under-execution of payments for transport infrastructure financed by the Cohesion Fund contribution to CEF for 2021 is expected, and that implementation delays and decommitment of funds might occur;

##### *Amendment*

6. Regrets the low implementation rate of CEF during the 2014-2020 period: calls on Member States to significantly speed up investments ***to deliver the European Green Deal objectives***, and on the Commission to step up its monitoring in view of the urgent need for infrastructure investment in order to facilitate a swift recovery from the Covid-19 crisis; is concerned that a significant under-execution of payments for transport infrastructure financed by the Cohesion Fund contribution to CEF for 2021 is expected, and that implementation delays and decommitment of funds might occur;

Or. en

#### **Amendment 15**

**Maria Grapini, Rovana Plumb, Andris Ameriks, Isabel García Muñoz**

#### **Draft opinion**

#### **Paragraph 6 a (new)**

##### *Draft opinion*

##### *Amendment*

***6 a. Welcomes that under CEF Transport, the roll-out of the CEF debt instrument to support green mobility projects continued, and the pipeline of operations grew further; underlines that despite the delays in investment decisions due to COVID-19, four new operations were signed under the high-risk 'Future***

*mobility' product, leveraging total investments of EUR 266 million.*

Or. en

**Amendment 16**  
**Tomasz Piotr Poręba**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Welcomes the positive evaluation of the Trans-European Transport Network (TEN-T) policy progress *and the agreement on the Streamlining Directive, which will play a key role in accelerating pre-identified cross-border projects on the core network*; notes however that there are bottlenecks along the corridors where more focus is needed to guarantee connectivity and timely completion of the core network by 2030; is concerned that phased and new projects along the TEN-T network are at risk due delays in adoption of partnership agreements and cohesion programmes for the 2021-2027 period;

*Amendment*

7. Welcomes the positive evaluation of the Trans-European Transport Network (TEN-T) policy progress; notes however that there are bottlenecks along the corridors where more focus is needed to guarantee connectivity and timely completion of the core network by 2030; is concerned that phased and new projects along the TEN-T network are at risk due delays in adoption of partnership agreements and cohesion programmes for the 2021-2027 period;

Or. en

**Amendment 17**  
**José Ramón Bauzá Díaz**  
on behalf of the Renew Group  
**Caroline Nagtegaal, Jan-Christoph Oetjen, Søren Gade, Dominique Riquet**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Welcomes the positive evaluation of the Trans-European Transport Network (TEN-T) policy progress and the agreement on the Streamlining Directive, which will play a key role in accelerating

*Amendment*

7. Welcomes the positive evaluation of the Trans-European Transport Network (TEN-T) policy progress and the agreement on the Streamlining Directive, which will play a key role in accelerating

pre-identified cross-border projects on the core network; notes however that there are bottlenecks along the corridors where more focus is needed to guarantee connectivity and timely completion of the core network by 2030; is concerned that phased and new projects along the TEN-T network are at risk due delays in adoption of partnership agreements and cohesion programmes for the 2021-2027 period;

pre-identified cross-border projects on the core network; notes however that there are bottlenecks along the corridors where more focus is needed to guarantee connectivity and timely completion of the core network by 2030; is concerned that phased and new projects along the TEN-T network are at risk due delays in adoption of partnership agreements and cohesion programmes for the 2021-2027 period; ***therefore, invites the European TEN-T Coordinators to conduct a thorough assessment of the projects completed and the improvements achieved along the TEN-T corridors under the current programming period, and to present it to the Commission and the Parliament; furthermore, asks the Commission to propose a new result-oriented mechanism including short, mid and long-term planning and technical assistance, to increase the added value of European Funds and to ensure that Member States will meet the 2030 and 2050 completion targets, respectively for the core and comprehensive networks;***

Or. en

## **Amendment 18**

**Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu**

### **Draft opinion**

#### **Paragraph 7**

##### *Draft opinion*

7. Welcomes the positive evaluation of the Trans-European Transport Network (TEN-T) policy progress and the agreement on the Streamlining Directive, which will play a key role in accelerating pre-identified cross-border projects on the core network; notes however that there are bottlenecks along the corridors where more focus is needed to guarantee connectivity and timely completion of the core network by 2030; is concerned that phased and new projects along the TEN-T network are at

##### *Amendment*

7. Welcomes the positive evaluation of the Trans-European Transport Network (TEN-T) policy progress and the agreement on the Streamlining Directive, which will play a key role in accelerating pre-identified cross-border projects on the core network; notes however that there are bottlenecks along the corridors where more focus is needed to guarantee connectivity and ***cohesion across the Union and the*** timely completion of the core network by 2030; is concerned that phased and new

risk due delays in adoption of partnership agreements and cohesion programmes for the 2021-2027 period;

projects along the TEN-T network *such as Struma Motorway (Bulgaria), Albert Canal (Belgium), E75 railway line, Czyzew-Bialystok (Poland), the West Link - Kvarnberget railway tunnel (Sweden), Lefkosia South Orbital Motorway (Cyprus)* are at risk due delays in *the implementation of the 2014-2020 period and the* adoption of partnership agreements and cohesion programmes for the 2021-2027 period; *commends the progress achieved by the Commission implementing the Action Plan on military mobility and defining the dual - military and the TEN-T - uses requirements, following the modification of the military requirements, agreed by the Member States;*

Or. en

## Amendment 19

**Maria Grapini, Rovana Plumb, Andris Ameriks, Isabel García Muñoz**

### Draft opinion

#### Paragraph 7

##### *Draft opinion*

7. Welcomes the positive evaluation of the Trans-European Transport Network (TEN-T) policy progress and the agreement on the Streamlining Directive, which will play a key role in accelerating pre-identified cross-border projects on the core network; notes however that there are bottlenecks along the corridors where more focus is needed to guarantee connectivity and timely completion of the core network by 2030; is concerned that phased and new projects along the TEN-T network **are** at risk due delays in adoption of partnership agreements and cohesion programmes for the 2021-2027 period;

##### *Amendment*

7. Welcomes the positive evaluation of the Trans-European Transport Network (TEN-T) policy progress and the agreement on the Streamlining Directive, which will play a key role in accelerating pre-identified cross-border projects on the core network; notes however that there are bottlenecks along the corridors where more focus is needed to guarantee connectivity and timely completion of the core network by 2030; is concerned that phased and new projects along the TEN-T network **could be** at risk due delays in adoption of partnership agreements and cohesion programmes for the 2021-2027 period;

Or. en

**Amendment 20**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

**7 a. Draws attention to the conclusions of European Court of Auditors' Special Report 10/2020, which raise diverse serious socioeconomic and environmental concerns over different transport flagship mega-infrastructure projects across the Union, such as inaccurate estimations regarding traffic forecasts or the cumulative delays, remarkably impacting the related cost-benefit analysis as well as the life-cycle emissions calculations within the 2030 and 2050 horizons; considers that EU transport funding would be more effectively spent, also in terms of climate neutrality contribution, by considerably supporting smaller-scale regional cross-border rail missing links;**

Or. en

**Amendment 21**  
**Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

**7 a. Regrets that poor planning, diverging priorities and procedures of the Member States impact the pace of implementation of cross-border transport projects; calls, therefore for the fast adoption of the European Cross-Border Mechanism; calls also for initiation of a legislation to further reduce administrative burden and increase efficiency in transport services;**

Or. en

**Amendment 22**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 7 b (new)**

*Draft opinion*

*Amendment*

**7 b.** *Notes that the proportion of high-risk expenditure has grown, as opposed to the previous year, from 53,1% to 59% of all expenditure; stresses that such reimbursement-based expenditures increase the chances and potential impact of related material errors; underlines that this requires complex rules on eligibility and incurring of reimbursement; notes that largest share of these high-risk expenditures take place under Cohesion expenditure (48.8 billion), which is a relevant envelope of for the CEF Transport funding.*

Or. en

**Amendment 23**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 7 b (new)**

*Draft opinion*

*Amendment*

**7 b.** *Requests that the Commission, together with the Court and OLAF, closely monitor the EU transport projects, as public investment in infrastructure is particularly sensitive to fraud; considers this essential not only to ensure transparency that prevents corruption and misuse of taxpayers' money, but also to ensure that the highest safety standards for the users are not compromised;*

Or. en

**Amendment 24**

**Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu**

**Draft opinion**

**Paragraph 7 b (new)**

*Draft opinion*

*Amendment*

**7 b. Is concerned that the price hike in construction and raw materials change the total budget for many projects and could lead to underbudgeting, missed milestones, impossible implementations and therefore undermines the TEN-T core network completion;**

Or. en

**Amendment 25**

**Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu, Massimiliano Salini**

**Draft opinion**

**Paragraph 7 c (new)**

*Draft opinion*

*Amendment*

**7 c. Welcomes the fact that EU reaffirms road safety policy as a long-term strategic goal of the Union and welcomes the adoption of the Stockholm Declaration on Road Safety in February 2020; points out that investments in existing infrastructure and the construction of new infrastructure are essential elements in improving road safety in different EU regions and therefore contribute to the goal of reducing deaths and serious injuries by 50% by 2030;**

Or. en

**Amendment 26**



**José Ramón Bauzá Díaz**

on behalf of the Renew Group

**Caroline Nagtegaal, Jan-Christoph Oetjen, Søren Gade, Dominique Riquet**

**Draft opinion**

**Paragraph 8**

*Draft opinion*

8. Stresses that the COVID-19 pandemic placed transport and tourism in Union under an unprecedented pressure and **welcomes the Commission's efforts to provide relief to the sectors and financing using the Coronavirus Response Investment Initiatives (CRII and CRII+), CEF, RRF, Cohesion Fund, InvestEU, ERDF;**

*Amendment*

8. Stresses that the COVID-19 pandemic placed transport and tourism in Union under an unprecedented pressure and ***calls on the Commission to further develop its mechanism and tools providing awareness and information to citizens and stakeholders on the tourism and transport projects it funds under the European Regional development Fund and cohesion Funds***;

Or. en

**Amendment 27**

**Andrey Novakov, Gheorghe Falcă, Markus Ferber, Marian-Jean Marinescu, Massimiliano Salini**

**Draft opinion**

**Paragraph 8**

*Draft opinion*

8. Stresses that the COVID-19 pandemic placed transport and tourism in Union under an unprecedented pressure and welcomes the Commission's efforts to provide relief to the sectors and financing using the Coronavirus Response Investment Initiatives (CRII and CRII+), CEF, RRF, Cohesion Fund, InvestEU, ERDF;

*Amendment*

8. Stresses that the COVID-19 pandemic placed transport and tourism in Union under an unprecedented pressure and welcomes the Commission's efforts to provide relief to the sectors and financing using the Coronavirus Response Investment Initiatives (CRII and CRII+), CEF, RRF, Cohesion Fund, InvestEU, ERDF; ***welcomes in this regard the Commission's initiatives such as the green lanes to ensure that freight vehicles are moving freely across the Union, the temporary relief on airport slots and the platform Re-open EU; regrets however that the lack of coordination between the Member States and the individual measures to prevent the spread of***

***COVID-19 do not facilitate the recovery of transport and tourism sectors;***

Or. en

**Amendment 28**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 8**

*Draft opinion*

8. Stresses that the COVID-19 pandemic placed transport and tourism in Union under an unprecedented pressure and welcomes the Commission's efforts to provide relief to the sectors and financing using the Coronavirus Response Investment Initiatives (CRII and CRII+), CEF, RRF, Cohesion Fund, InvestEU, ERDF;

*Amendment*

8. Stresses that the COVID-19 pandemic placed transport and tourism in Union under an unprecedented pressure and welcomes the Commission's efforts to provide relief to the sectors and financing using the Coronavirus Response Investment Initiatives (CRII and CRII+), CEF, RRF, Cohesion Fund, InvestEU, ERDF; ***stresses that these funds should be used to rebuild the sectors in a truly sustainable form, adapted to the circumstances of a future-looking climate-neutral European economy;***

Or. en

**Amendment 29**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

***8 a. Reiterates the request for the creation of a new budgetary line for Sustainable Tourism, to support the recovery of a sector severely hit by the Covid-19 crisis by means of a green and digital transformation, making it resilient for the future and compliant with the European Green Deal ambitions; welcomes that in November 2020 the***

*European Court of Auditors launched an audit to analyse tourism projects co-funded with EUR 6,4 billion in 2007-2013 and EUR 4 billion so far in 2014-2020 ERDF and Cohesion Fund money, as well as what the EU is doing to limit the negative impact of the COVID-19 crisis; looks forward still to the final report and its conclusions so as to assess whether EU funding for public investments in tourism was effective and provided suitable support for the sector prior to the pandemic, and ultimately to help improving EU Tourism policies in general;*

Or. en

**Amendment 30**  
**Tomasz Piotr Poręba**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

**8 a.** *Stresses that investments into good quality public transport infrastructure is crucial for building trust in public and active transport and make sustainable modes of transport more attractive and safer, especially in the wake of a crisis.*

Or. en

**Amendment 31**  
**José Ramón Bauzá Díaz**  
on behalf of the Renew Group  
**Caroline Nagtegaal, Jan-Christoph Oetjen, Søren Gade, Dominique Riquet**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

**8 a.** *Reiterates the Parliament's request*

*for the creation of a new budgetary line  
for Tourism, in order to finance a tourism  
fit for the future, digitalized and  
sustainable;*

Or. en