



2022/2046(INI)

7.7.2022

AMENDMENTS

1 - 55

Draft opinion
Isabel García Muñoz
(PE732.823v01-00)

Upscaling the 2021-2027 Multiannual Financial Framework: a resilient EU
budget fit for new challenges
(2022/2046(INI))

Amendment 1
Dominique Riquet

Draft opinion
Recital A a (new)

Draft opinion

Amendment

A a. whereas the Recovery and Resilience Facility (RFF) was designed to help the EU emerge stronger and more resilient following the COVID-19 pandemic and to support key policy areas such as the green transition, digital transformation and economic, social and territorial cohesion as well as crisis preparedness;

Or. en

Amendment 2
Dominique Riquet

Draft opinion
Recital B

Draft opinion

Amendment

B. whereas the recent crises, in particular the Russian ***war*** against Ukraine, pose severe challenges for the EU transport sector and its workers, in particular supply chain disruptions and rising energy prices, and require a coordinated response at EU level backed by adequate budgetary means;

B. whereas the recent crises, in particular the Russian ***aggression*** against Ukraine, pose severe challenges for the EU transport sector and its workers, in particular supply chain disruptions and ***high inflation rates resulting from different factors such as*** rising energy prices, and require a coordinated response at EU level backed by adequate budgetary means; ***furthermore, high inflation rates might hamper the financial soundness of infrastructure projects for project promoters and transport operators due to unexpected increases of costs;***

Or. en

Amendment 3

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital B

Draft opinion

B. whereas the recent crises, in particular the Russian war against Ukraine, pose severe challenges for the EU transport sector and its workers, in particular supply chain disruptions and rising energy prices, and require a coordinated response at EU level backed by adequate budgetary means;

Amendment

B. whereas the recent crises, in particular the Russian war against Ukraine, pose severe challenges for the EU transport sector, ***its businesses*** and its workers, in particular supply chain disruptions and rising ***fuel and*** energy prices, and require a coordinated response at EU level backed by adequate budgetary means;

Or. en

Amendment 4

Anna Deparnay-Grunenberg

Draft opinion

Recital B

Draft opinion

B. whereas the recent crises, in particular the Russian war against Ukraine, pose severe challenges for the EU transport sector and its workers, in particular supply chain disruptions and rising energy prices, and require a coordinated response at EU level backed by adequate budgetary means;

Amendment

B. whereas the recent crises, in particular the Russian war against Ukraine, pose severe challenges for the EU transport sector and its workers, in particular supply chain disruptions ***affecting the logistics for food products and other basic goods*** and rising energy prices, and require a coordinated response at EU level backed by adequate budgetary means;

Or. en

Amendment 5

Dominique Riquet

Draft opinion

Recital B a (new)

Draft opinion

Amendment

B a. whereas the current MFF, which was agreed in 2020, reflects the priorities of the Union at the time of adoption; whereas in the meantime the European continent has been hit by the Russian aggression against Ukraine, making the strengthening of military mobility of utmost importance;

Or. en

Amendment 6

Isabel García Muñoz, Maria Grapini, César Luena

Draft opinion

Recital B a (new)

Draft opinion

Amendment

B a. whereas, in line with Parliament's long-standing position, new policy commitments and objectives need to be matched with fresh money, and are not to be financed at the expense of other Union programmes and priorities;

Or. en

Amendment 7

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital B a (new)

Draft opinion

Amendment

B a. whereas a combination of higher energy and transport prices would impact all citizens, and in particular low-income households, with increased risk of transport poverty;

Or. en

Amendment 8

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital B b (new)

Draft opinion

Amendment

B b. whereas higher fuel cost for aviation, road and maritime transport is having a direct impact on final goods and services prices and the increase of fuel prices is affecting the recovery of tourism from the pandemic;

Or. en

Amendment 9

Dominique Riquet

Draft opinion

Recital B b (new)

Draft opinion

Amendment

B b. whereas the transport sector is undergoing structural changes related to decarbonisation and digitalisation policies resulting from the Green Deal and the Sustainable and Smart Mobility Strategy;

Or. en

Amendment 10

Massimiliano Salini, Karolin Braunsberger-Reinhold, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu

Draft opinion

Recital B c (new)

Draft opinion

Amendment

B c. whereas Members states should aim to reduce the cost of doing business

*by lowering VAT and energy taxes,
abolishing levies on energy and flexible
application of state aid rules;*

Or. en

Amendment 11
Dominique Riquet

Draft opinion
Recital B c (new)

Draft opinion

Amendment

B c. whereas strategic autonomy has become a core political priority for the EU, especially in the transport sector, which has been hit by global semiconductors' shortages forcing factory closures in the car industry, hence highlighting to what extent the EU is dependent on a limited number of third-countries' actors in a complex geopolitical context for the semiconductors' value chain;

Or. en

Amendment 12
**Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi,
Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler**

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Calls on the Commission to urgently carry out an economic and social assessment of the consequences of the war on all modes of transport in the EU market and to swiftly present, where necessary, support, including through further legislative and/or financial measures within MFF framework, to mitigate the negative effects and to ensure

the well-functioning, level-playing field and the fair completion for the European transport sector;

Or. en

Amendment 13

Isabel García Muñoz, Maria Grapini, César Luena

Draft opinion

Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Calls on the Commission to urgently carry out an economic and social assessment of the consequences of the war on all modes of transport in the EU market and to swiftly present, where necessary, support, including through further legislative and/or financial measures, to mitigate the negative effects and to ensure the well-functioning and fair level playing field for the European transport sector;

Or. en

Amendment 14

Dominique Riquet

Draft opinion

Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Welcomes the RRF as a key instrument and a unique opportunity for the EU to ensure a sustainable, connected, interoperable and resilient transport infrastructure; notes that, according to the Commission RRF scoreboard, the total estimated expenditure in sustainable mobility in the 22 NRRPs approved so far amount to €70.7 billion, which corresponds to 15.7%

of the total expenditures in the plans; welcomes the fact that these expenditures have been allocated mainly to support railway infrastructure, urban transport mobility, the roll-out of charging infrastructure or the procurement of clean vehicles; regrets, however, the strong national differences in the share of sustainable mobility expenditure, ranging from 2,0% to 32,7% of national NRRP's expenditure, and the resulting disappointing signal sent towards infrastructure investment and the completion of the TEN-T;

Or. en

Amendment 15

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 1 b (new)

Draft opinion

Amendment

1 b. Calls on the Commission to continue exploring ways to support the transport of passengers or any kinds of goods towards/from Ukraine and its neighbouring EU countries as humanitarian aid and to provide for the necessary relief in terms of road tolls, infrastructure charges, access during weekends, taxation etc;

Or. en

Amendment 16

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 1 c (new)

1 c. Supports the Commission's proposal to conclude transport agreements with Ukraine and Moldova, by partly liberalising road transport for their hauliers, which will allow to shift important export goods from sea routes – currently unavailable due to the Russian military aggression – and to make increased use of EU sea ports for the export and import goods to and from Ukraine; strongly supports in this respect the rapid rehabilitation of formerly abandoned rail and waterway links between Ukraine and Romania in particular; calls on the Commission to explore financial support within the MFF;

Or. en

Amendment 17**Isabel García Muñoz, Maria Grapini, César Luena****Draft opinion****Paragraph 2***Draft opinion*

2. Reiterates its calls for increased financing of transport infrastructure through EU funding, particularly the Connecting Europe Facility (CEF); **suggests to this end, for the current multiannual financial framework (MFF), the mobilisation of unused funds under the Recovery and Resilience Facility and calls on the Commission to plan a successor programme to CEF II for the MFF 2028-2034, with reinforced funding;**

Amendment

2. Reiterates its calls for increased financing of transport infrastructure through EU funding, particularly the Connecting Europe Facility (CEF), **given the rising needs of the transport sector; calls for the necessary adjustment of the 2021-2027 MFF through its forthcoming revision, taking also into account the new geopolitical context; acknowledges in that regard the Commission's intention to use the CEF to support interoperability and connectivity projects of the Union's transport network with Ukraine; further urges the Commission to plan a successor programme to CEF II for the MFF 2028-2034, with reinforced funding;**

Or. en

Amendment 18
Dominique Riquet

Draft opinion
Paragraph 2

Draft opinion

2. Reiterates its calls for increased financing of transport infrastructure through EU funding, particularly the Connecting Europe Facility (CEF); suggests to this end, for the current multiannual financial framework (MFF), the mobilisation of unused funds under the Recovery and Resilience Facility and calls on the Commission to plan a successor programme to CEF II for the MFF 2028-2034, with reinforced funding;

Amendment

2. Reiterates its calls for increased financing of transport infrastructure through EU funding, particularly the Connecting Europe Facility (CEF); suggests to this end, for the current multiannual financial framework (MFF), the mobilisation of unused funds under the Recovery and Resilience Facility ***to ensure the completion of the core network by 2030*** and calls on the Commission to plan a successor programme to CEF II for the MFF 2028-2034, with reinforced funding;

Or. en

Amendment 19
Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Paragraph 2

Draft opinion

2. Reiterates its calls for increased financing of transport infrastructure through EU funding, particularly the Connecting Europe Facility (CEF); suggests to this end, for the current multiannual financial framework (MFF), the mobilisation of unused funds under the Recovery and Resilience Facility and calls on the Commission to plan ***a*** successor programme to CEF II for the MFF 2028-2034, with reinforced funding;

Amendment

2. Reiterates its calls for increased financing of transport infrastructure through EU funding, particularly the Connecting Europe Facility (CEF); suggests to this end, for the current multiannual financial framework (MFF), the mobilisation of unused funds under the Recovery and Resilience Facility and calls on the Commission to plan ***an ambitious*** successor programme to CEF II for the MFF 2028-2034, with reinforced funding;

Or. en

Amendment 20
Dominique Riquet

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. *Observes that a significant share of available RRF loan support has currently not been requested by Member States; highlights that in the inflationary context, pushing interest rates higher, the RRF loan support could become more attractive to Member States; encourages therefore Member States to make use of the funding available to address bottlenecks, missing links, cross-border sections, support alternative fuels and digitalisation of transport;*

Or. en

Amendment 21
Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. *Calls on the Commission to support Ukraine and its efforts to strengthen rail connections between Ukraine and the EU. Specific funds should be provided to increase the wagon shifting and transshipment capacity at the Ukrainian border in connection with increasing upstream and downstream rail infrastructure capacity both on the EU and Ukrainian side;*

Or. en

Amendment 22
Dominique Riquet

Draft opinion
Paragraph 3

Draft opinion

3. Stresses that the CEF is a key enabler for achieving the objectives of the trans-European transport network (TEN-T) policy; points out that investment needs in the TEN-T are estimated at EUR 500 billion to complete the core network by 2030 and EUR 1500 billion for the entire network by 2050; highlights the strategic value of the TEN-T and CEF for meeting new objectives as regards the EU sustainable and smart mobility strategy, enhanced military mobility in the EU and stronger connectivity with our strategic partners in non-EU countries;

Amendment

3. Stresses that the CEF is a key enabler for achieving the objectives of the trans-European transport network (TEN-T) policy; points out that investment needs in the TEN-T are estimated at EUR 500 billion to complete the core network by 2030 and EUR 1500 billion for the entire network by 2050 ***and that measures introduced by the revision of Regulation 1315/2013 on Union guidelines for the development of the trans-European transport network could imply additional investments needs representing an increase of around 30% in the average annual investments; stresses also that the European Climate, Infrastructure and Environment Executive Agency (CINEA) plays a key role in implementing the CEF through a centralised governance and direct management, which has proven to be an efficient model of governance to progress in the completion the TEN-T network, and calls therefore for an enhanced budget ensuring that it has the necessary means to meet our infrastructure deployment objectives; advocates for EU funds to replicate CEF governance by promoting dedicated funds under direct management***; highlights the strategic value of the TEN-T and CEF for meeting new objectives as regards the EU sustainable and smart mobility strategy, enhanced military mobility in the EU and stronger connectivity with our strategic partners in non-EU countries;

Or. en

Amendment 23
Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi,

Draft opinion
Paragraph 3

Draft opinion

3. Stresses that the CEF is a key enabler for achieving the objectives of the trans-European transport network (TEN-T) policy; points out that investment needs in the TEN-T are estimated at EUR 500 billion to complete the core network by 2030 and EUR 1500 billion for the entire network by 2050; highlights the strategic value of the TEN-T and CEF for meeting new objectives as regards the EU sustainable and smart mobility strategy, ***enhanced military mobility in the EU and stronger connectivity with our strategic partners in non-EU countries***;

Amendment

3. Stresses that the CEF is a key enabler for achieving the objectives of the trans-European transport network (TEN-T) policy, ***in particular the completion of European Rail Traffic Management System (ERTMS) and cross-border missing links***; points out that investment needs in the TEN-T are estimated at EUR 500 billion to complete the core network by 2030 and EUR 1500 billion for the entire network by 2050 ***including measures for accelerated ERTMS deployment and the implementation of technical specifications for interoperability*** ; highlights the strategic value of the TEN-T and CEF for meeting new objectives as regards the EU sustainable and smart mobility strategy ***and a fast and widespread deployment of alternative fuels infrastructures throughout the Union***;

Or. en

Amendment 24
Anna Deparnay-Grunenberg

Draft opinion
Paragraph 3

Draft opinion

3. Stresses that the CEF is a key enabler for achieving the objectives of the trans-European transport network (TEN-T) policy; points out that investment needs in the TEN-T are estimated at EUR 500 billion to complete the core network by 2030 and EUR 1500 billion for the entire network by 2050; highlights the strategic value of the TEN-T and CEF for meeting

Amendment

3. Stresses that the CEF is a key enabler for achieving the objectives of the trans-European transport network (TEN-T) policy; points out that investment needs in the TEN-T are estimated at EUR 500 billion to complete the core network by 2030 and EUR 1500 billion for the entire network by 2050; highlights the strategic value of the TEN-T and CEF for meeting

new objectives as regards the EU sustainable and smart mobility strategy, **enhanced** military mobility in the EU **and** stronger connectivity with our strategic partners in non-EU countries;

new objectives as regards the EU sustainable and smart mobility strategy; **emphasises in this regard the need to prioritise rail investments in order to foster a comprehensive modal shift at all levels, both for passengers and freight, realising full electrification on the TEN-T network, enabling ERTMS timely and completing the current cross-border missing links; considers that** military mobility **needs** in the EU **require a proper impact assessment and should not come at the expense of projects providing** stronger connectivity with our strategic partners in non-EU countries;

Or. en

Amendment 25

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3 a. Strongly regrets the severe cut of the final envelope on the newly created military mobility budget line under the Connecting Europe Facility (CEF II) programme 2021-2027, when adopting the figures under the Multiannual Financial Framework 2021-2027, especially in light of the current needs; calls on the Commission to find and present solutions to significantly increase the military mobility budget line under the CEF II programme and suggests the mobilisation of unused funds under the Recovery and Resilience Facility (RRF) in this regard in order to strengthen our common European security; emphasizes the importance of ensuring that military mobility aspects are thoroughly assessed and addressed both in terms of infrastructure and funding, with a view to

ensure optimal cross-border cooperation and mobility within the Union; in this respect, calls on the Commission to propose targeted support of major infrastructure projects better connecting all Member States and to increase transport infrastructure connections with the Western Balkans, Moldova, Georgia and Ukraine; asks in particular for a strengthening of all major dual use infrastructure leading to the Union's Eastern border;

Or. en

Amendment 26
Dominique Riquet

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3 a. Regrets that the portion of the CEF Transport dedicated to military mobility is only €1.69 billion in the 2021-2027 MFF; calls for a substantial and rapid increase of the military mobility envelope in order to increase investments for adapting the TEN-T network for dual civil and defence use;

Or. en

Amendment 27
Isabel García Muñoz, Maria Grapini, César Luena

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3 a. Deplores the undue reallocation of EUR 400 million from CEF, including EUR 250 million from CEF-Transport, to finance the Chips for Europe Initiative;

regrets this technical budgetary practice, which reduces the CEF budget at a time when the transport sector is facing multiple challenges;

Or. en

Amendment 28
Dominique Riquet

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3 b. Recalls that any new legislation applying to the transport sector implies additional responsibilities for EU transport agencies; highlights in particular that the European Rail Agency (ERA) has the smallest budget among these agencies despite the outstanding environmental and climate performance and other benefits of rail transport at a time when railways and modal shift are core policy priorities and given its responsibilities in the deployment of ERTMS; calls therefore for an increase of the budget of EU transport agencies in order for them to be able to participate effectively to the implementation of the new transport legislation resulting from the Green Deal and Sustainable and Smart Mobility Strategy;

Or. en

Amendment 29
Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3 b. Reiterates that the funding for European transport agencies and joint undertakings should match their level of responsibility;

Or. en

Amendment 30

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 c (new)

Draft opinion

Amendment

3 c. Regrets the recent downscale of the EU funding available to the European Railway Agency (ERA) and recommends that over the next few years the Agency is provided with a level of resources and EU subsidies more commensurate to the increasingly urgent tasks concerned with the implementation of the Fourth Railway Package and with the need to ensuring sustained progress towards the creation of the Single European Railway Area;

Or. en

Amendment 31

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 d (new)

Draft opinion

Amendment

3 d. Highlights the importance of TEN-T network for stronger connectivity with our strategic partners in non-EU countries. In the view of the Russian war in Ukraine, stresses that the funding of the TEN-T network revision shall well reflect and further focus on the extension

of connection towards the Eastern Neighbourhood as well as revising priorities of the Eastern Member States towards cross-border missing links. Requests also the Commission to propose an 'EU-Eastern Europe' or 'Eastern Partnership' Transport Community, including an Eastern Europe Investment Framework, which could be partly modelled on the Western Balkans Transport Community;

Or. en

Amendment 32

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 e (new)

Draft opinion

Amendment

3 e. Calls on the Commission to provide the necessary funding in the EU Member States for developing of the dual use infrastructure with strategic role required in meeting present and future needs; emphasises the necessity to improve the EU capacity to assess and control the ownership and the investments in the field of strategic infrastructure, as a key aspect for guaranteeing the security of the EU and our citizens;

Or. en

Amendment 33

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 f (new)

Draft opinion

Amendment

3 f. *Considers that the Russian attack on Ukraine and the resulting transport needs within the EU have underlined the necessity for the EU railway system to accommodate higher volumes of passengers and freight; calls therefore on Member States to accelerate the standardisation, harmonisation and interoperability of the railway systems across Member States and on the Commission to continue monitoring the implementation and the remaining shortcomings.*

Or. en

Amendment 34

Isabel García Muñoz, Maria Grapini, César Luena

Draft opinion Paragraph 4

Draft opinion

4. Recommends further strengthening synergies between the CEF and other programmes such as Horizon Europe and InvestEU, in order to **support** innovation, sustainability and safety in the **transport** sector **and optimise the use of budgetary resources**;

Amendment

4. Recommends further strengthening synergies between the CEF and other programmes such as Horizon Europe and InvestEU, **to support, in particular, EU joint undertakings related to transport**, in order to **boost** innovation **and research in** sustainability, **performance** and safety in the sector;

Or. en

Amendment 35

Dominique Riquet

Draft opinion Paragraph 4

Draft opinion

4. Recommends further strengthening synergies between the CEF and other programmes such as Horizon Europe **and**

Amendment

4. Recommends further strengthening synergies between the CEF and other programmes such as Horizon Europe,

InvestEU, in order to support innovation, sustainability and safety in the transport sector and optimise the use of budgetary resources;

InvestEU *and European Structural and Investment Funds*, in order to support innovation, sustainability and safety in the transport sector and optimise the use of budgetary resources; *recommends, also, to further optimise the use of blending tools in order to attract private investors for financing transport infrastructures;*

Or. en

Amendment 36

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion Paragraph 4

Draft opinion

4. Recommends further strengthening synergies between the CEF and other programmes such as Horizon Europe *and* InvestEU, in order to support innovation, sustainability and safety in the transport sector and optimise the use of budgetary resources;

Amendment

4. Recommends further strengthening synergies between the CEF and other programmes such as Horizon Europe, InvestEU *and RePowerEU*, in order to support *competitiveness*, innovation, sustainability and safety in the transport sector and optimise the use of budgetary resources;

Or. en

Amendment 37

Anna Deparnay-Grunenberg

Draft opinion Paragraph 4

Draft opinion

4. Recommends further strengthening synergies between the CEF and other programmes such as Horizon Europe and InvestEU, in order to support innovation, sustainability and safety in the transport sector and optimise the use of budgetary resources;

Amendment

4. Recommends further strengthening synergies between the CEF and other programmes such as Horizon Europe and InvestEU, *ensuring that the minimum thresholds on climate-related expenditure are fulfilled and prioritising investments in rail over other modes*, in order to

support innovation, sustainability and safety in the transport sector and optimise the use of budgetary resources;

Or. en

Amendment 38

Isabel García Muñoz, Maria Grapini, César Luena

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4 a. Welcomes the role of the Recovery and Resilience Facility (RRF) and related national plans in stimulating the recovery in the transport and tourism sectors while advancing the Union's priorities for a green and digital transition; calls on the Commission to support the Member States in committing the relevant projects by the end of 2026, paying particular attention to accelerating priority projects of the TEN-T such as cross-border projects; calls on the Commission and Member States to ensure that the tourism sector receives a proper share of assistance under the RRF;

Or. en

Amendment 39

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4 a. Welcomes new strategic initiatives, such as the EU Chips Act and the Secure Connectivity Programme, in response to the current geopolitical crisis and acknowledges the lack of dedicated

budgetary lines in the current MFF; reiterates that reallocation of resources from existing Programmes should be limited and that should not negatively affect the overall CEF Transport objectives and the deployment of sustainable transport infrastructure. In this regard, calls on the Commission to carry out a solid budgetary assessment of those initiatives in the context of the mid-term review of the Multiannual Financial Framework 2021-2027, in order to provide new adequate resources;

Or. en

Amendment 40

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 4 b (new)

Draft opinion

Amendment

4 b. Calls on the Commission to evaluate and to present a strategy for EU airlines and airports and their workforces and to explore further financial instruments within the MFF to support the sector, which has been severely hit, first by the COVID-19 pandemic and now by overflight bans for Russia and Belarus, high fuel and energy prices and dropping demand; stresses, however, the need to ensure a level-playing field and fair competition between airlines, in particular when providing financial support;

Or. en

Amendment 41

Anna Deparnay-Grunenberg

Draft opinion

Paragraph 5

Draft opinion

5. Points out that in the current geopolitical context, achieving the goals of the European Green Deal should be tackled together with the reduction of the EU's energy dependency, which is critical for the transport sector; welcomes in this respect the Commission's initiative for a REPowerEU plan and calls on the Commission to promptly adopt further measures to address rising transport and energy costs;

Amendment

5. Points out that in the current geopolitical context, achieving the goals of the European Green Deal should be tackled together with the reduction of the EU's energy dependency, which is critical for the transport sector; ***points out that reducing speeds in roads is a clear contribution to this objective, as pointed out by the International Energy Agency;*** welcomes in this respect the Commission's initiative for a REPowerEU plan and calls on the Commission to promptly adopt further measures to address rising transport and energy costs;

Or. en

Amendment 42

Isabel García Muñoz, Maria Grapini, César Luena

Draft opinion

Paragraph 5

Draft opinion

5. Points out that in the current geopolitical context, achieving the goals of the European Green Deal should be tackled together with the reduction of the EU's energy dependency, which is critical for the transport sector; welcomes in this respect the Commission's initiative for a REPowerEU plan and calls on the Commission to promptly adopt further measures to address rising transport and energy costs;

Amendment

5. Points out that in the current geopolitical context, achieving the goals of the European Green Deal should be tackled together with the reduction of the EU's energy dependency, which is critical for the transport sector; welcomes in this respect the Commission's initiative for a REPowerEU plan and calls on the Commission to promptly adopt further measures to address rising transport and energy costs ***such as the funding of energy interconnections between Member States, notably those between the Iberian peninsula and the rest of Europe, to diversify energy supply in the internal market and help tap into the long-term potential for renewable hydrogen; takes note that the Commission foresees the mobilisation of CEF funding to achieve the targets set on renewable hydrogen***

production, infrastructure and end-use appliances;

Or. en

Amendment 43

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Underlines the urgent need to significantly increase the Union domestic production, supply and storage of renewable and low carbon fuels/energy and to further increase the diversification of the European Union's energy supplies, also through imports of alternative fuels in the short-term, including through EU port terminals for LNG as a transitional fuel, whilst carefully avoiding lock-in affects and stranded assets, and in alignment with EU climate goals; further underlines the need to strengthen energy interconnections between Member States. Calls on the Commission to develop within the MFF a Strategic Autonomy Fund for Europe (SAFE) to provide the necessary investments in key areas such as energy infrastructure, transport and industrial competitiveness and food security;

Or. en

Amendment 44

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5 b. Stresses the importance of creating a diversification strategy to ensure the supply of critical raw materials, such as rare earth metals so as to increase resilience to shocks and crises;

Or. en

Amendment 45

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 5 c (new)

Draft opinion

Amendment

5 c. Considers that the synergies and complementarities of the TEN-T and TEN-E should be promoted, while fully ensuring existing and future funding opportunities and levels of funding for the development of the TEN-T;

Or. en

Amendment 46

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 6

Draft opinion

Amendment

6. Stresses that the transition to a smart and sustainable mobility system has to be fair and inclusive and requires mitigating the risk of energy and **mobility** poverty and protecting the most vulnerable; considers that to ensure a successful transition, **it is essential to invest** in the upskilling and reskilling of workers; therefore insists on targeted measures

6. Stresses that the transition to a smart and sustainable mobility system has to be fair and inclusive and requires mitigating the risk of energy and **transport** poverty and protecting the most vulnerable; considers that to ensure a successful transition, **investments** in the upskilling and reskilling of workers **should be accompanied by measures to support the**

within the ‘Fit for 55’ package in that respect, in coordination with Member States’ plans;

most impacted EU industrial supply chains, such as the automotive one; therefore insists on targeted measures ***and financing opportunities*** within the ‘Fit for 55’ package in that respect, in coordination with Member States’ plans;

Or. en

Amendment 47
Anna Deparnay-Grunenberg

Draft opinion
Paragraph 6

Draft opinion

6. Stresses that the transition to a smart and sustainable mobility system has to be fair and inclusive and requires mitigating the risk of energy and mobility poverty and protecting the most vulnerable; considers that to ensure a successful transition, it is essential to invest in the upskilling and reskilling of workers; therefore insists on targeted measures within the ‘Fit for 55’ package in that respect, in coordination with Member States’ plans;

Amendment

6. Stresses that the transition to a smart and sustainable mobility system has to be fair and inclusive, ***geographically comprehensive adequately covering rural and remote areas***, and requires mitigating the risk of energy and mobility poverty and protecting the most vulnerable, ***including persons with disabilities***; considers that to ensure a successful transition, it is essential to invest in the upskilling and reskilling of workers; therefore insists on targeted measures within the ‘Fit for 55’ package in that respect, in coordination with Member States’ plans;

Or. en

Amendment 48
Isabel García Muñoz, Maria Grapini, César Luena

Draft opinion
Paragraph 6

Draft opinion

6. Stresses that the transition to a smart and sustainable mobility system has to be fair and inclusive and requires mitigating the risk of energy and mobility

Amendment

6. Stresses that the transition to a smart and sustainable mobility system has to be fair and inclusive and requires mitigating the risk of energy and mobility

poverty and protecting the most vulnerable; considers that to ensure a successful transition, it is essential to invest in the upskilling and reskilling of workers; therefore insists on targeted measures within the 'Fit for 55' package in that respect, in coordination with Member States' plans;

poverty and protecting the most vulnerable; considers that to ensure a successful transition, it is essential to invest in the upskilling and reskilling of workers; therefore insists on targeted measures within the 'Fit for 55' package in that respect, in coordination with Member States' plans; **welcomes, the creation of the Social Climate Fund (SCF) as an essential element to alleviate the cost of the transition; calls for a swift implementation of the new own resources, which will partly finance the SCF;**

Or. en

Amendment 49

Isabel García Muñoz, Maria Grapini, César Luena

Draft opinion

Paragraph 6 a (new)

Draft opinion

Amendment

6 a. Points out that digitalisation and innovation for all modes of transport are of utmost importance; therefore, calls on the Commission to come forward with an investment programme for the transport industry, including investments in infrastructure, digitalisation, innovation, and sustainability; believes that particular attention should be paid to autonomous driving; highlights the importance of training programmes for all workers along the value chain to upskill and reskill them for the new type of jobs that could be created due to digitalisation and innovation; urges the Commission to offer concrete guidance as to how artificial intelligence can be used to enhance transport links, as well as to raise awareness on cyber-risks and build preparedness in the transport sector;

Or. en

Amendment 50

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 7

Draft opinion

7. Regrets the fragmentation of the funding possibilities available for tourism in the current MFF; highlights that this economically important sector, *especially the* small and medium-sized enterprises, is struggling to overcome the effects of the COVID-19 pandemic and the crisis caused by the current war; reiterates the urgency of creating a specific EU programme on *sustainable* tourism and introducing a dedicated budget line to address the needs of the sector; insists on its request for the establishment of a European crisis mechanism for the EU tourism sector and of a European agency for tourism.

Amendment

7. Regrets the fragmentation of the funding possibilities available for tourism in the current MFF; highlights that this economically important sector, *made for 99% of* small and medium-sized enterprises, is struggling to overcome the effects of the COVID-19 pandemic and the crisis caused by the current war; reiterates the urgency of creating a specific EU programme on tourism and introducing a dedicated budget line to address the needs of the sector; *reiterates that coordination is key for the recovery of the EU tourism industry as a short-term solution and* insists on its request for the establishment of a European crisis mechanism for the EU tourism sector and of a European agency for tourism *to maintain Europe's standing as a leading destination;*

Or. en

Amendment 51

Philippe Olivier

Draft opinion

Paragraph 7

Draft opinion

7. Regrets the fragmentation of the funding possibilities available for tourism in the current MFF; highlights that this economically important sector, especially the small and medium-sized enterprises, is struggling to overcome the effects of the COVID-19 pandemic and the crisis caused by the current war; reiterates the urgency of creating a specific EU programme on

Amendment

7. Regrets the fragmentation of the funding possibilities available for tourism in the current MFF; highlights that this economically important sector, especially the small and medium-sized enterprises, is struggling to overcome the effects of the COVID-19 pandemic and the crisis caused by the current war; reiterates the urgency of creating a specific EU programme on

sustainable tourism and introducing a dedicated budget line to address the needs of the sector; insists on its request for the establishment of a European crisis mechanism for the EU tourism sector and of a European agency for tourism.

sustainable tourism and introducing a dedicated budget line to address the needs of the sector; ***calls, therefore, for part of the new Instrument for Pre-Accession Assistance (IAP3), which has been allocated EUR 14.2 billion for the period covered by the 2021-2027 multiannual financial framework, to be used for more pressing needs than enlargement, with a view to supporting the tourism sector and thus ensuring that the 2023 budget does not have to increase;*** insists on its request for the establishment of a European crisis mechanism for the EU tourism sector and of a European agency for tourism.

Or. fr

Amendment 52

Isabel García Muñoz, Maria Grapini, César Luena

Draft opinion

Paragraph 7 a (new)

Draft opinion

Amendment

7 a. Calls on the Commission to further spell out the ‘Global Gateway’ initiative, to foster joint infrastructure investments in particular in those countries which are sharing universal values with the European Union;

Or. en

Amendment 53

Massimiliano Salini, Karolin Braunsberger-Reinhold, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Gheorghe Falcă, Marian-Jean Marinescu

Draft opinion

Paragraph 7 a (new)

Draft opinion

Amendment

7 a. Asks the Commission to create specific calls and actions for tourism

Amendment 54
Dominique Riquet

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7 a. *Notes with great concern that the proposal on the EU Chips Act, aimed at bolstering competitiveness and resilience in semiconductor technologies, proceeds to a reallocation of funds from the CEF transport and digital envelopes to this new initiative by reducing €400 million of the CEF, including €150 million from CEF Digital and €250 million from CEF Transport, to be reallocated to the financing of the EU Chips Act; stresses that any new European policy needs to come with a new allocated budget and not a reshuffle within the current MFF;*

Amendment 55
Dominique Riquet

Draft opinion
Paragraph 7 b (new)

Draft opinion

Amendment

7 b. *Is convinced, on the basis of the above analysis, that a genuine review of the current MFF is indispensable if the Union is to effectively confront the current geopolitical and economic challenges while fulfilling its decarbonisation agenda, which needs to be backed by corresponding financing*

instruments; stresses the need for the MFF to be endowed with increased resources to effectively ensure investments, achieve economic, social and territorial cohesion and promote solidarity;

Or. en