DRAFT OPINION

of the Committee on Transport and Tourism

for the Committee on Budgets

on the draft general budget of the European Union for the financial year 2021 (2020/xxxx(BUD))

Rapporteur for opinion: Marian-Jean Marinescu
PA_NonLeg
SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Budgets, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

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

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

C. Whereas the transport and tourism sectors are among the most hardly hit by the recent COVID 19 crisis; whereas transport has proven vital to providing all necessary goods to the Union population amidst the crisis;

1. Notes with some concern that the Next Generation EU commitment appropriation as assigned revenue to the 2021 budget amounts to EUR 211 billion; this represents 126 % of the regular Union budget commitment appropriations that are not subject to the same level of parliamentary scrutiny;

2. [02 03 01] Reiterates the crucial role of the Connecting Europe Facility (CEF) in fostering the development of a high-performance trans-European network (TEN-T) that is sustainable and interconnected across the areas of transport, energy and digital services infrastructure and in achieving the goals of the Green Deal; Considers unacceptable the drastic reductions in commitments for the Energy and Digital branches of the CEF and the global reduction of the CEF budget resulting from these cutes; Considers that the increase in the CEF transport budget is the step in the right direction but insufficient in view of the needs of the sector; Therefore requests a budget in line with the European Parliament position on MFF1;

3. [05 05 03] Regrets the sharp decrease in the Cohesion fund contribution to the CEF in the area of transport (18,9 % less for commitment appropriations); requests that the contribution is re-established to its 2020 level to reflect the crucial role that Union transport policy and investment plays in promoting and enhancing territorial, social and economic cohesion in the Union;

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

5. Deeply regrets that the new commission’s proposal for MFF foresees a 75 %

---

1 17,746 bn euros for 2021-2027 in 2018 prices (an average of 2,542 billion euros per year).
reduction in commitments for military mobility under the transport pillar, limiting *de facto* this new policy objective of the Union to merely symbolic actions; requests the initial level to be restored and the level of commitments for 2021 to be set accordingly;

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

7. Reiterates the importance of a simpler, more efficient own resources system able to bring a substantial reduction in the proportion of GNI-based contributions and to guarantee the adequate funding of Union spending;

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

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

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

11. [02 10 02] Notes with satisfaction the significant increase in the European Maritime Safety Agency (EMSA) budget for 2021; Requests that the subsequent increases be confirmed in the next MFF in order to allow for a stronger EMSA;