



**2019/2028(BUD)**

26.9.2019

# 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 2020  
(2019/2028(BUD))

Rapporteur for opinion: Daniel Freund

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:

1. Takes note of the draft budget proposed by the Commission in the field of transport; regrets the indiscriminate cuts demanded by the Council; insists on an ambitious budget for the EU transport sector, which takes into consideration emerging challenges and current political priorities related to the EU transport policy;
2. Believes the time is ripe for a more fundamental reshaping of EU transport financing with a view to establishing a net zero-emission transport sector by 2050 and guarantee full alignment with the Paris Agreement and the sustainable development goals; stresses that a high level of funding, result-oriented and efficient use of funds in the Horizon 2020 transport portfolio, programmes and joint undertakings delivering these objectives are of utmost importance; highlights the importance of projects and programmes in the fields of decarbonisation and digitalisation, requests an adequate funding and asks for their prioritisation; urges the Commission to promote digitalisation in logistics; believes that this reform must take full account of the needs of vulnerable social groups and regions in order for the transition to be fair and inclusive; stresses that funding must ensure improved transport connectivity and efficiency;
3. Insists that the EU transport policy is essential for economic, social and environmental sustainability and therefore priority should be given to the quality and sustainability of projects and their usefulness for citizens and businesses, rather than their quantity or size; stresses that the EU transport policy needs an adequate and sufficient funding in order to secure growth, jobs and competitiveness in Europe, including in the more remote geographical areas, more investments in research and innovation, social and territorial cohesion; underlines that transversality between policy, finance and administrative procedure shall be developed for the purpose of reaching efficiency gains in major infrastructure projects;
4. Highlights the crucial role that the EU transport policy and investment plays in promoting and enhancing territorial, social and economic cohesion in the EU, and in ensuring the territorial accessibility and interconnectivity of all regions of the EU, including remote regions, the outermost regions, islands, outlying regions, mountainous regions and border regions, as well as depopulated and sparsely populated areas;
5. Points out that public investments in road, rail, air and sea transport have a positive impact on the internal market and European economy, which must become a world leader;
6. Emphasises that the EU transport infrastructure policy must turn a stronger integrative focus on these three aspects:
  - interconnectivity between the corridors and the comprehensive network and cross border connections must be a priority,
  - intermodality should be a basis for decisions on projects, and
  - interoperability must be a condition for co-financing transport projects;

7. Reiterates that the provisional agreement on the regulation setting up the InvestEU Programme<sup>1</sup> 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 that financing and investment operations "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"; recalls that InvestEU Fund should support investments contributing to greater economic, territorial and social cohesion in the Union and that, in order to maximise the impact and the added value of EU financing support, it is appropriate to maximise "synergies across relevant Union programmes in areas such as transport, energy and digitalisation";
8. Stresses that beyond its key role in implementing the European Fund for Strategic Investments (EFSI) and InvestEU, it is vital that the revision of the European Investment Bank's (EIB) transport policy due in 2020 paves the way for more fundamental overhaul of the Bank's transport financing; recalls that the EIB has provided approximately EUR 140 billion in loans for transport projects in the 2007-2018 period, of which around 80% relate to road infrastructure<sup>2</sup>; calls on the EIB to report on all steps of its transport policy revision to Parliament in a timely manner;
9. Emphasises 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; reiterates that the swift completion of the TEN-T will make a significant contribution to socio-economic and territorial cohesion in the EU, and to the promotion of the EU's decarbonisation objectives; highlights that the CEF is vital for investment in sustainable long-term growth, innovation, cohesion, competitiveness and job creation in the EU;
10. Believes that the CEF spending in the field of transport can be improved by increasing further the share of funding for zero emission transport modes; recalls that the CEF is an extremely important and vital financial instrument in the transport sector and the short and long term planning of spending should take into consideration a result-oriented approach and seek for and EU added value, especially regarding the development and completion of the TEN-T core and comprehensive networks; welcomes the approach of the Commission to co-finance the re-establishment of regional cross-border rail connections that were dismantled or abandoned<sup>3</sup> and encourages the Member States, cross-border regions and the Commission to further intensify these bottom-up projects that contribute to reopening borders in the EU where they still exist; calls on the Commission to significantly increase the reserved amount within the CEF budget line for financing for the re-establishment of regional missing rail links that were dismantled or abandoned, bearing geographically disadvantaged areas in mind as a priority; calls on

---

<sup>1</sup> European Parliament legislative resolution of 18 April 2019 on the proposal for a regulation of the European Parliament and of the Council establishing the InvestEU Programme (COM(2018)0439 – C8-0257/2018 – 2018/0229(COD)).

<sup>2</sup> European Court of Auditors - Audit preview "Roads connecting European regions" p.9 -

[https://www.eca.europa.eu/Lists/ECADocuments/AP19\\_08/AP\\_CONNECTING\\_ROADS\\_EN.pdf](https://www.eca.europa.eu/Lists/ECADocuments/AP19_08/AP_CONNECTING_ROADS_EN.pdf)

<sup>3</sup> Comprehensive analysis of the existing cross-border rail transport connections and missing links on the internal EU borders ([https://ec.europa.eu/regional\\_policy/sources/docgener/studies/pdf/cb\\_rail\\_connections\\_en.pdf](https://ec.europa.eu/regional_policy/sources/docgener/studies/pdf/cb_rail_connections_en.pdf))

the Commission to take into account the still large divergences in terms of transport infrastructure across the EU; further electrification of railway infrastructure must be intensified and a quicker roll out of the European Rail Traffic Management System (ERTMS) is required; the CEF budget should also take account of rail freight noise abatement measures in order to ensure a sustainable and efficient freight transport system; takes the view that the CEF should do more to integrate and promote maritime transport; calls for financing for CEF to be protected when funds available for transport are allocated;

11. Asks the Commission to present, till the end of 2019, an evaluation of the implementation of all contracted projects, including state of play and previsions regarding the completion of the projects and proposals to allow reaching a 100% level of spending, including relocating of funds;
12. Recalls that cohesion policy funding for transport infrastructure should aim at pursuing the Treaty-based objective of economic, social and territorial cohesion; stresses that decentralised approaches are important and connectivity and accessibility of rural areas remains a challenge to be tackled as a matter of urgency; expresses concern that little attention is given to modal shift in the use of the European Regional Development Fund (ERDF) and the Cohesion Fund (CF); underlines the need for decarbonisation of EU funds also in relation to the transport sector; recommends to increase investment into cycling and walking; 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 ERDF and CF;
13. Asks the Commission to present, till the end of the year, an evaluation of the use of EU money part of CEF, CF and ERDF for transport projects, including the level of compliance with the transport strategies and *ex ante* conditionalities provided in the Partnership agreements;
14. Asks the Commission to present, till the end of 2019, an evaluation of the state of play of spending of the amounts allocated for financial instruments, previsions regarding the final level of absorption and proposals to be applied to obtain a 100% level, including redirection to other CEF budget lines;
15. Asks the Commission to present an evaluation of the use of amounts allocated for SESAR deployment, state of play, future actions and the contribution of the projects financed from these amounts to the SESAR deployment in the Member States;
16. Encourages the Commission to promote the revitalisation of comfortable European night trains as a possible and sustainable alternative to short-distance flights and long-distance car travelling; calls on the Commission to explore the options of possible combinations of the co-financing of the EuroVelo network with the comprehensive rail network;
17. Takes the view that maritime transport offers an alternative to the 'everything-by-road' approach considers that the provisions of Directive (EU) 2016/802 of the European

Parliament and of the Council<sup>4</sup> setting limits on the sulphur content of marine fuels will enhance the sustainability of this form of transport and that there is still scope for further progress in decarbonising the sector; notes that Europe's ports are multimodal hubs and the gateway for more than 90% of the EU's goods imports; calls on the Commission to do more to promote and finance this mode of transport;

18. Emphasises that digitalisation can make transport in the EU more inclusive, innovative, interconnected and sustainable; reminds the Commission how important it is to draw up a new EU strategy, the priorities of which must be a just transition and retraining for people whose jobs become obsolete owing to the digitalisation of the transport sector;
19. In light of the still very high number of deaths and injuries caused by traffic accidents, and the new Directive on road infrastructure safety management with its provision ensuring that “Member States shall ensure that the needs of vulnerable road users are taken into account”, insists that the Commission and Member States further prioritise the financing of the transport safety of passengers in different means of transport and that they focus on the safety of vulnerable road users, such as pedestrians, persons with a disability, cyclists, and other micro-mobility users, as well as the modal shift towards safer and cleaner means of transport such as rail transport; calls on the Commission to provide the necessary technical and administrative assistance to Member States concerning the adequate maintenance measures of the existing roads in their respective comprehensive transport plans, in order to increase the quality and safety of roads;
20. Considers a stronger articulation of urban transport financing with Sustainable Urban Mobility Plans (SUMPS) to be essential to boost the urban mobility transformation; calls for those urban mobility plans to foster multi-modality among various sustainable modes of transport, with balanced socio-economic arrangements to ensure there is no discrimination against EU citizens;
21. Stresses that urban mobility arrangements must play their part in reducing the length of commutes (between work and home), ensuring interoperability, making public transport more attractive to populations and reducing the prevalence of private transport, thus furthering environmental and climatic sustainability and the development of society; considers that, given the diversity of public transport modes in EU metropolitan areas (some of them with dispersed transport systems and disorganised ticketing, which makes them more expensive to use), the 2020 budget should seek to focus on the problems arising from complex public transport ticketing and support the introduction of an action plan to implement a single multi-modal ticketing system;
22. Calls for a fully transparent funding landscape and more transparent project assessments, with particular attention paid to the participation of citizens, civil society and NGOs in transparent decision-making and monitoring the development of large projects that have a total investment volume of over EUR 1 billion; considers that funding should focus on goals that guarantee real added value for the Member States, especially at social and environmental level;
23. Recalls that public investment in infrastructure is particularly sensitive to corruption;

---

<sup>4</sup> Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels (OJ L 132, 21.5.2016, p. 58).

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; recalls that the Member States have the primary responsibility for setting up a management system, which aims to ensure the effective and efficient delivery of investment projects, and urges the Commission to ensure the necessary administrative and technical support in order to facilitate their implementation; points out that it is also important for account to be taken in procurement procedures of the social conditions for workers; points out that today the entire transport sector is finding it hard to recruit staff, and that working conditions must be improved in order to address staffing issues;

24. Considers that cost-benefit analyses for transport projects must no longer be focussed on short-term economic analyses but on the comprehensive understanding of all short- and long-term external costs, guided by the recent study on externalities and cost internalisation commissioned by the Commission, which revealed that the overall size of transport external costs is estimated to be close to EUR 1 000 billion annually<sup>5</sup>;
25. Calls on the Commission to have a more result-oriented approach, seek for an EU added-value and focus more on the political objectives while defining the criteria for selection of pilot projects and preparatory actions and recalls the importance of their proper implementation;
26. Reiterates the need for a strong European Union Aviation Safety Agency (EASA) with the appropriate level of funding to ensure and lead globally the safety-security of EU citizens (e.g. challenges of new technologies, cyber-threats, GNSS jamming) as well as the environmental sustainability of the air transport sector by improving its environmental footprint (less noise and emissions, decarbonisation, circular economy), promoting environmental protection (mitigation measures), development of innovative and sustainable technologies (drones, electric and hybrid aircraft, sustainable aviation fuels), an eco-label programme and multimodal mobility (i.e. interconnection to/between railway and airport infrastructure);
27. Regrets that the broadened tasks of the EU transport-related agencies - EASA, European Maritime Safety Agency (EMSA) and European Union Agency for Railways (ERA) - have not been taken into consideration for Budget 2020 while the increased need of financial and human resources should be taken into account, in order to ensure the full deployment of their tasks; recalls that, according to an opinion of the Court of Auditors, centralising the work of the ERA at one seat could reduce costs borne by the EU budget;
28. Highlights the importance of projects fostering the promotion of tourism, a sector that contributes significantly to Member States' GDP and has economic impact on growth, competitiveness, employment and social development; regrets that the budget does not include tourism as an individual policy area and reiterates its call for a specific and dedicated funding under a separate budgetary line within the next multiannual financial

---

<sup>5</sup> Study on Sustainable Transport Infrastructure Charging and Internalisation of Transport Externalities ([https://ec.europa.eu/transport/themes/sustainable-transport/internalisation-transport-external-costs\\_en](https://ec.europa.eu/transport/themes/sustainable-transport/internalisation-transport-external-costs_en)).

framework to be devoted exclusively to tourism; points out that Member States face common challenges in the tourism sector, including crisis management, competition from third countries, sustainability of tourism activities, strengthening of local and isolated communities and transition to a zero-carbon economy and that common European policies therefore provide substantial added value.



**ANNEX: LIST OF ENTITIES OR PERSONS  
FROM WHOM THE RAPPORTEUR FOR THE OPINION HAS RECEIVED INPUT**

<b>Entity and/or</b>
European Federation for Transport and Environment - 58744833263-19
Community of European Railway and Infrastructure Companies - 7574621118-27

## INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

<b>Date adopted</b>	24.9.2019
<b>Result of final vote</b>	+: 35 -: 6 0: 3
<b>Members present for the final vote</b>	Andris Ameriks, José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Marco Campomenosi, Ciarán Cuffe, Johan Danielsson, Andor Deli, Anna Deparnay-Grunenberg, Ismail Ertug, Gheorghe Falcă, Giuseppe Ferrandino, Mario Furore, Isabel García Muñoz, Jens Gieseke, Kateřina Konečná, Elena Kountoura, Julie Lechanteux, Bogusław Liberadzki, Peter Lundgren, Benoît Lutgen, Marian-Jean Marinescu, Tilly Metz, Caroline Nagtegaal, Bill Newton Dunn, Jan-Christoph Oetjen, Philippe Olivier, Tomasz Piotr Poręba, Dominique Riquet, Sven Schulze, Vera Tax, Cristian Terheş, Barbara Thaler, István Ujhelyi, Petar Vitanov, Lucia Vuolo, Roberts Zīle, Kosma Złotowski
<b>Substitutes present for the final vote</b>	Paolo Borchia, Gina Dowding, Ilhan Kyuchyuk, Ljudmila Novak, Andrey Novakov, Anne-Sophie Pelletier, Catherine Rowett

## FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

35	+
GUE/NGL	Kateřina Konečná, Elena Kountoura, Anne-Sophie Pelletier
NI	Mario Furore
PPE	Andor Deli, Gheorghe Falcă, Jens Gieseke, Benoît Lutgen, Marian-Jean Marinescu, Ljudmila Novak, Andrey Novakov, Sven Schulze, Barbara Thaler
RENEW	José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Ilhan Kyuchyuk, Caroline Nagtegaal, Bill Newton Dunn, Jan-Christoph Oetjen, Dominique Riquet
S&D	Andris Ameriks, Johan Danielsson, Ismail Ertug, Giuseppe Ferrandino, Isabel García Muñoz, Bogusław Liberadzki, Vera Tax, Cristian Terheş, István Ujhelyi, Petar Vitanov
VERTS/ALE	Ciarán Cuffe, Anna Deparnay-Grunenberg, Gina Dowding, Tilly Metz, Catherine Rowett

6	-
ECR	Peter Lundgren
ID	Paolo Borchia, Marco Campomenosi, Julie Lechanteux, Philippe Olivier, Lucia Vuolo

3	0
ECR	Tomasz Piotr Poręba, Roberts Zīle, Kosma Złotowski

Key to symbols:

+ : in favour

- : against

0 : abstention