



2024/2030(DEC)

13.12.2024

AMENDMENTS

1 - 36

Draft opinion

Gheorghe Falcă

(PE765.327v01-00)

2023 discharge: General budget of the EU - Agencies
(2024/2030(DEC))

Amendment 1
Gheorghe Falcă

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3 a. Observes that the three agencies carried out their work in 2023 in full alignment with agreed objectives of the Commission; takes note that the regular monitoring and supervision activities on these decentralised agencies did not identify any particular issue that could have a material impact on the assurance; points out that reports from both external and internal auditors did not highlight any major issue that might raise additional concerns for DG MOVE;

Or. en

Amendment 2
Beata Szydło

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3 a. Calls for greater transparency and efficiency in the financial management of all three agencies, particularly in areas where weaknesses in procurement and budget management have been identified by the European Court of Auditors; stresses the need to implement effectively the Court's recommendations in order to tackle these weaknesses;

Or. pl

Amendment 3
Marjan Šarec, Jan-Christoph Oetjen, Taner Kabilov, Benoit Cassart, Valérie Devaux

Draft opinion
Paragraph 1

Draft opinion

1. Takes notice of the Court's observation concerning the Agency's public procurement shortcomings; notes with satisfaction that the Court did not identify any non-procurement weaknesses in its control and management or budgetary management systems; with regard to the follow-up of the Court's previous years' observations, remarks that at the end of 2023, 3 out of 5 observations remained open;

Amendment

1. ***Notes with satisfaction that the revenue and payments underlying EASA's accounts for the year that ended on 31 December 2023 are legal and regular in all material respects; however,*** takes notice of the Court's observation concerning the Agency's public procurement shortcomings; notes with satisfaction that the Court did not identify any non-procurement weaknesses in its control and management or budgetary management systems; with regard to the follow-up of the Court's previous years' observations, remarks that at the end of 2023, 3 out of 5 observations remained open;

Or. en

Amendment 4

Jan-Christoph Oetjen, Benoit Cassart, Taner Kabilov, Marjan Šarec

Draft opinion
Paragraph 1

Draft opinion

1. Takes notice of the Court's observation concerning the Agency's public procurement shortcomings; notes with satisfaction that the Court did not identify any non-procurement weaknesses in its control and management or budgetary management systems; with regard to the follow-up of the Court's previous years' observations, remarks that at the end of 2023, 3 out of 5 observations remained open;

Amendment

1. Takes notice of the Court's observation concerning the Agency's public procurement shortcomings; notes with satisfaction ***that those shortcomings have been addressed in the meantime and*** that the Court did not identify any non-procurement weaknesses in its control and management or budgetary management systems; with regard to the follow-up of the Court's previous years' observations, remarks that at the end of 2023, 3 out of 5 observations remained open;

Or. en

Amendment 5

Jan-Christoph Oetjen, Benoit Cassart, Taner Kabilov, Marjan Šarec

Draft opinion

Paragraph 2

Draft opinion

2. Takes notice of the adoption of the ReFuelEU Aviation legislation in October 2023 and of the new set of specific tasks that the Agency would be charged with in this framework, including the development of the European Environmental Labelling for Aviation scheme and the reinforced role of the Agency in promoting and measuring the usage of sustainable aviation fuels and the associated reductions in CO₂ emissions.

Amendment

2. Takes notice of the adoption of the ReFuelEU Aviation legislation in October 2023 and of the new set of specific tasks that the Agency would be charged with in this framework, including the development of the European Environmental Labelling for Aviation scheme and the reinforced role of the Agency in promoting and measuring the usage of sustainable aviation fuels and the associated reductions in CO₂ emissions, ***including through the Sustainability Portal and the annual technical report prescribed by Article 13 of the RefuelEU Aviation Regulation; calls for sufficient financial and personnel resources in order to fulfil these tasks;***

Or. en

Amendment 6

Nils Ušakovs

Draft opinion

Paragraph 2 a (new)

Draft opinion

Amendment

2 a. Acknowledges the significant impact of the war in Ukraine on the European aviation sector; notes that the closure of Ukraine's airspace, along with the restricted access to the Russian and Belarusian airspace, resulted in longer flight routes for most carriers, skyrocketing fuel prices, and increased CO₂ emissions and airfare costs for commercial flights, all of which have

made it increasingly challenging for the industry to return to the pre-pandemic levels;

Or. en

Amendment 7
Gheorghe Falcă

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. Remarks that in 2023, the Drone programme entered the last phase of its regulatory development for Unmanned Aircraft Systems; recalls that the Commission's Drone Strategy 2.0 actively tasked the Agency with nine flagship actions and that in 2023 all nine were fully or partially achieved, meeting its objectives to deliver a world's leading regulatory framework for this innovative part of the aviation industry;

Or. en

Amendment 8
Gheorghe Falcă

Draft opinion
Paragraph 2 b (new)

Draft opinion

Amendment

2 b. Notes that in 2023, EASA significantly strengthened its cooperation with military organisations within the scope provided by the EU Action plan on military mobility 2.0 and is now invited to all NATO Aviation Committee meetings; takes notice of the endorsement of the Agency's Civil Military Cooperation strategy – its long-time priority – supporting its involvement in certification

tasks for military aircraft deriving from civilian ones based on the “as civil as possible as military as necessary” concept;

Or. en

Amendment 9
Nils Ušakovs

Draft opinion
Paragraph 2 b (new)

Draft opinion

Amendment

2 b. Expresses concern over the significant increase in GNSS interference, including GPS jamming and spoofing, observed in 2023, particularly affecting aircraft navigation systems in the Baltics, with potential serious safety implications; calls for a coordinated European approach to address this issue and urges EASA to continuously monitor the situation to prevent any unsafe conditions, while also developing a comprehensive set of recommendations for Member States to implement;

Or. en

Amendment 10
Nils Ušakovs

Draft opinion
Paragraph 2 c (new)

Draft opinion

Amendment

2 c. Welcomes the Agency's engagement in making environmental protection a key priority, by setting key milestones related to the ReFuelEU Aviation legislation (signed in October 2023) to ensure a level playing field for sustainable air transport and facilitating

Amendment 11

Marjan Šarec, Jan-Christoph Oetjen, Taner Kabilov, Benoit Cassart, Valérie Devaux

Draft opinion

Paragraph 1

Draft opinion

1. Takes notice of the Court's observation identifying irregularities in the Agency's management and control systems, noting however that these irregularities did not affect the payments; points out that EMSA took action to address the shortcomings identified;

Amendment

1. ***Notes with satisfaction that the revenue and payments underlying EMSA's accounts for the year that ended on 31 December 2023 are legal and regular in all material respects;*** takes notice of the Court's observation identifying irregularities in the Agency's management and control systems, noting however that these irregularities did not affect the payments; points out that EMSA took action to address the shortcomings identified;

Amendment 12
Gheorghe Falcă

Draft opinion

Paragraph 1 a (new)

Draft opinion

1 a. Takes notice of the Court's observation identifying irregularities in the Agency's management and control systems, noting however that these irregularities did not affect the payments; points out that EMSA took action to address the shortcomings identified;

Amendment

1 a. Notes that in 2023, EMSA continued providing a highly effective assistance in helping to reduce the impact of the maritime transport sector on the environment, including through its involvement in the numerous initiatives related to European Green Deal; takes particular notice of the technical expertise it provided in the context of the review of the Maritime Safety Package; commends

the Agency's support to the Commission and the Member States in the final adoption of the proposals made as a part of the Fit for 55 package, notably on the extension of the Emission Trading System (ETS) to maritime transport and the FuelEU Maritime Regulation; welcomes the adaptation of THETIS-MRV to the requirements of the ETS legislation;

Or. en

Amendment 13
Gheorghe Falcă

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1 b. Commends the contribution of EMSA to safety and standardisation frameworks at both EU and IMO levels; welcomes its proactive role in addressing safety and standardisation gaps, including by drafting best practices and guidance that cover both traditional safety concerns and new challenges related to electrical systems, batteries, and the carriage of electric vehicles on ships;

Or. en

Amendment 14
Beata Szydło

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. Observes that 2023 was marked by the geopolitical instability, including the continuation of the war in Ukraine, the outbreak of the conflict in Gaza, and the security threats in the Red Sea and Gulf of

2. Observes that 2023 was marked by the geopolitical instability, including the continuation of the war in Ukraine, the outbreak of the conflict in Gaza, and the security threats in the Red Sea and Gulf of

Aden, all seriously impacting shipping; in this context, commends the support that EMSA provided to the Commission and the Member States by using its monitoring and surveillance capacities, including its advanced digital tools, to mitigate the impact of this instability on maritime transport.

Aden, all seriously impacting shipping; in this context, commends the support that EMSA provided to the Commission and the Member States by using its monitoring and surveillance capacities, including its advanced digital tools, to mitigate the impact of this instability on maritime transport. ***Encourages EMSA, in this context, to continue to invest in the development of advanced digital tools and surveillance technologies that will enable a more effective response to evolving security threats in maritime regions, as well as to take steps to increase resilience to cyber threats.***

Or. pl

Amendment 15
Nils Ušakovs

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. Highlights the importance of the work EMSA has done in the area of sustainability, updating THETIS-MRV to support the extension of the EU Emissions Trading System to the maritime transport sector, assisting the Commission and the Member States in the monitoring and collection of data in relation to nitrogen oxides (NOx) emissions from ships, continuing its work to study the potential of different alternative fuels and the potential safety aspects stemming from the uptake and deployment of sustainable alternative sources of power for ships against the background of FuelEU Maritime, and publishing safety guidance on battery-energy storage systems on board ships;

Or. en

Amendment 16

Beata Szydło

Draft opinion

Paragraph 2 a (new)

Draft opinion

Amendment

2 a. Calls on the Agency to develop a long-term strategy for responding to geopolitical changes, including cooperation with NATO and other international partners to better secure European sea lanes;

Or. pl

Amendment 17

Nils Ušakovs

Draft opinion

Paragraph 2 b (new)

Draft opinion

Amendment

2 b. Welcomes the ongoing research in the area of digitalization, with regards to Maritime Autonomous Surface Ships (MASS) and the accompanying identification of competences for MASS operators, and the safety risks related to its development;

Or. en

Amendment 18

Nils Ušakovs

Draft opinion

Paragraph 2 c (new)

Draft opinion

Amendment

2 c. Takes into account that EMSA carried out nine RPAS operations for the Member States and relevant EU Agencies,

including Multipurpose Maritime Surveillance operations with a regional focus; welcomes EMSA's successful delivery of an RPAS regional service in the Baltic, which operated from mid-April to September 2023, covering Estonia, Finland, and Latvia;

Or. en

Amendment 19
Nils Ušakovs

Draft opinion
Paragraph 2 d (new)

Draft opinion

Amendment

2 d. *Underlines the ongoing importance of EMSA's support to the Member States in terms of developing relevant capacity building, and implementing and coordinating training activities;*

Or. en

Amendment 20
Kai Tegethoff

Draft opinion
Paragraph 1

Draft opinion

Amendment

1. Takes notice of the Court's observations that *identified the weaknesses concerning the Agency's public procurement, management and control systems as well as various aspects of its budgetary management; observes that the frequency of the Agency's late payments in 2023 reached 13 % (148 payments out of 1 101); notes that while the total amount of late payment interest was immaterial, the significant frequency is*

1. Takes notice of the Court's observations that *the Agency issued 33 % of its invoices late; notes that this delay is mostly due to the lack of legal leverage to impose deadlines on national safety authorities; calls on the Commission to revise Regulation 2018/764 on the fees and charges payable to ERA and their conditions of payment to give such leverage to the Agency;*

detrimental to the Agency's reputation; calls on ERA to improve its compliance with the legal time limits for payments;

Or. en

Amendment 21

Marjan Šarec, Jan-Christoph Oetjen, Taner Kabilov, Benoit Cassart, Valérie Devaux

Draft opinion

Paragraph 1

Draft opinion

1. Takes notice of the Court's observations that identified the weaknesses concerning the Agency's public procurement, management and control systems as well as various aspects of its budgetary management; ***observes that the frequency of the Agency's late payments in 2023 reached 13 % (148 payments out of 1 101); notes that while the total amount of late payment interest was immaterial, the significant frequency is detrimental to the Agency's reputation; calls on ERA to improve its compliance with the legal time limits for payments;***

Amendment

1. ***Notes with satisfaction that the revenue and payments underlying ERA's accounts for the year ended 31 December 2023 are legal and regular in all material respects;*** takes notice of the Court's observations that identified the weaknesses concerning the Agency's public procurement, management and control systems as well as various aspects of its budgetary management; ***expects that ERA will properly define the selection criteria in procurement procedures and appropriately assess cases of abnormally low bids.^{1a}***

^{1a} *Annual report on EU agencies for the financial year 2023, Section 3.11.10 "Observations on management and control systems", pp. 132-133, 137.*

Or. en

Amendment 22

Marjan Šarec, Jan-Christoph Oetjen, Taner Kabilov, Benoit Cassart, Valérie Devaux

Draft opinion

Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Observes that the frequency of the

Agency's late payments in 2023 reached 13 % (148 payments out of 1 101); notes that while the total amount of late payment interest was immaterial, the significant frequency is detrimental to the Agency's reputation; calls on ERA to improve its compliance with the legal time limits for payments, also noting that 14% of invoices were issued late; urges ERA, following the review of Regulation 2018/764, to continue with all necessary actions to reduce delays with invoicing.^{1b}

^{1b} Annual report on EU agencies for the financial year 2023, Section 3.11.11 "Observations on budgetary management", pp. 133, 137.

Or. en

Amendment 23
Beata Szydło

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Calls on the Agency to put in place more rigorous internal controls and staff training to reduce the frequency of payment delays and improve budget management;

Or. pl

Amendment 24
Gheorghe Falcă

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. Welcomes in particular, that ERA

2. Welcomes in particular, that ERA

contributes, on technical matters, to the implementation of Union legislation by developing a common approach to safety on the Union rail system and by enhancing the level of interoperability on the Union rail system and associated data, with a specific focus on facilitating the interoperable deployment of ERTMS and on access to data for pushing rail modernisation and digitalisation; takes notice of the close cooperation with the national authorities acting in the fields of railway safety and interoperability; **emphasises** that the actions of ERA will substantially contribute to an increased competitiveness of rail and to the seamless cross-border traffic in the EU.

contributes, on technical matters, to the implementation of Union legislation by developing a common approach to safety on the Union rail system and by enhancing the level of interoperability on the Union rail system and associated data, with a specific focus on facilitating the interoperable deployment of **European Rail Traffic Management System (ERTMS)** and on access to data for pushing rail modernisation and digitalisation; **welcomes the 2023 results achieved in its role of the EU authority in charge of issuing authorisations for placing railway vehicles on the market, single safety certificates for railway undertakings, and ERTMS trackside approvals, which were the highest since the full implementation of the Technical Pillar of the 4th Railway Package**; takes notice of the close cooperation with the national authorities acting in the fields of railway safety and interoperability; **welcomes the Agency's continued work on safety culture through preparing specific reports and organising tailored training sessions**; **emphasizes** that the actions of ERA will substantially contribute to an increased competitiveness of rail and to the seamless cross-border traffic in the EU;

Or. en

Amendment 25
Beata Szydło

Draft opinion
Paragraph 2

Draft opinion

2. Welcomes in particular, that ERA contributes, on technical matters, to the implementation of Union legislation by developing a common approach to safety on the Union rail system and by enhancing the level of interoperability on the Union rail system and associated data, with a

Amendment

2. Welcomes in particular, that ERA contributes, on technical matters, to the implementation of Union legislation by developing a common approach to safety on the Union rail system and by enhancing the level of interoperability on the Union rail system and associated data, with a

specific focus on facilitating the interoperable deployment of ERTMS and on access to data for pushing rail modernisation and digitalisation; takes notice of the close cooperation with the national authorities acting in the fields of railway safety and interoperability; emphasises that the actions of ERA will substantially contribute to an increased competitiveness of rail and to the seamless cross-border traffic in the EU.

specific focus on facilitating the interoperable deployment of ERTMS and on access to data for pushing rail modernisation and digitalisation; takes notice of the close cooperation with the national authorities acting in the fields of railway safety and interoperability; emphasises that the actions of ERA will substantially contribute to an increased competitiveness of rail and to the seamless cross-border traffic in the EU; ***emphasises, therefore, the need for increased investment in research and innovation to speed up the deployment of ERTMS and digitalisation solutions to improve the efficiency and competitiveness of the rail sector.***

Or. pl

Amendment 26
Elena Nevado del Campo

Draft opinion
Paragraph 2

Draft opinion

2. Welcomes in particular, that ERA contributes, on technical matters, to the implementation of Union legislation by developing a common approach to safety on the Union rail system and by enhancing the level of interoperability on the Union rail system and associated data, with a specific focus on facilitating the interoperable deployment of ERTMS and on access to data for pushing rail modernisation and digitalisation; takes notice of the close cooperation with the national authorities acting in the fields of railway safety and interoperability; emphasises that the actions of ERA will substantially contribute to an increased competitiveness of rail and to the seamless cross-border traffic in the EU.

Amendment

2. Welcomes in particular, that ERA contributes, on technical matters, to the implementation of Union legislation by developing a common approach to safety on the Union rail system and by enhancing the level of interoperability on the Union rail system and associated data, ***contributing to the establishment of a trans-European transport network***, with a specific focus on facilitating the interoperable deployment of ERTMS and on access to data for pushing rail modernisation and digitalisation; takes notice of the close cooperation with the national authorities acting in the fields of railway safety and interoperability; emphasises that the actions of ERA will substantially contribute to an increased competitiveness of rail, ***positioning it as one of the safest and most sustainable***

modes of transport, to improved regional connectivity and to the seamless cross-border traffic in the EU.

Or. es

Amendment 27
Gheorghe Falcă

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. *Points out that in 2023, ERA successfully addressed the difficulties related to human and budgetary resources as well as a significant increase in both policy and authority tasks; this notwithstanding, regrets that resource-related constraints have continued to impact the Agency's potential, and the development of the information sharing system in Europe; observes that in 2023, the Agency's Management Board has endorsed a dedicated paper on Strengthening Operational Safety (SOS) in Europe focusing on two initiatives – the Safety Information Sharing System and the Priority Countries Programme, noting however the absence of an associated legal and financial statement to underpin the potential of boosting operational safety across the EU by these initiatives; calls on the Agency to continue working closely with the Commission and the Member States to unlock this important stream of work in the future.*

Or. en

Amendment 28
Kai Tegethoff

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. *Recalls that the Agency has the smallest budget among the transport agencies despite the outstanding environmental performance and other benefits of rail transport; calls for an increase of the budget of the Agency in order to provide it with the necessary means to enable it to act as an efficient authority and to fulfil its tasks, particularly those with regard to increasing competitiveness, improving safety and cross-border interoperability;*

Or. en

Amendment 29
Valérie Devaux, Marjan Šarec

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. *Recalls that ERA has the smallest budget among the transport agencies despite the outstanding environmental benefits of rail prioritized by Commission; while commending the 9% budget increase in 2023, calls for a more significant appropriation to ensure the Agency has essential resources to function as an efficient authority and effectively fulfil its tasks;*

Or. en

Amendment 30
Nils Ušakovs

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. *Commends the Agency's work to increase railway safety in the EU by delivering a rising demand of Single Safety Certificates, preparing specific reports on safety culture, and in particular its involvement in line with art. 35(5) following the tragic Tempì train accident in February 2023, where ERA issued swift audits and recommendations;*

Or. en

Amendment 31

Nils Ušakovs

Draft opinion

Paragraph 2 b (new)

Draft opinion

Amendment

2 b. *Underlines the importance of ensuring that railway transport is accessible, interconnected, efficient, and affordable for everyone; Stresses the need to improve rail connectivity in rural and remote regions and to guarantee access to railway services for individuals with reduced mobility and persons with disabilities;*

Or. en

Amendment 32

Kai Tegethoff

Draft opinion

Paragraph 2 b (new)

Draft opinion

Amendment

2 b. *Commends the work of the Agency in successfully easing drafts on the public EU budget by increasing its Fees and Charges activities in 2023 compared to*

2022 by issuing 1837 decisions on Vehicle Authorisations, 76 Single Safety Certificates and 10 ERTMS Trackside Approvals.

Or. en

Amendment 33
Nils Ušakovs

Draft opinion
Paragraph 2 c (new)

Draft opinion

Amendment

2 c. Welcomes the endorsement of the EUAN Diversity and Inclusion Charter by the Agency, which promotes the development of a modern, diverse workforce essential for the future of the European rail sector; notes the initiatives taken by the agency towards fostering an inclusive and equitable environment in particular for women pursuing careers in the rail industry, ensuring equal opportunities for all individuals, regardless of gender or background, in the European railway sector; Encourages continued support for such efforts to create a more inclusive, dynamic, and innovative rail workforce;

Or. en

Amendment 34
Kai Tegethoff

Draft opinion
Paragraph 2 c (new)

Draft opinion

Amendment

2 c. Commends the Agency continuous effort to improve its efficiency and budget execution through its Strengthening plan adopted in 2022; notes however that these

efforts cannot compensate the insufficient budget of the Agency;

Or. en

Amendment 35
Kai Tegethoff

Draft opinion
Paragraph 2 d (new)

Draft opinion

Amendment

2 d. Regrets that the current requirements on the reporting of railway safety accidents and incidents are fragmented across Europe, limited to an oversight function only, and not supported by an appropriate enabling tool, and urgently calls therefore on the European Commission to address this gap and provide any necessary funding to that end.

Or. en

Amendment 36
Nils Ušakovs

Draft opinion
Paragraph 2 d (new)

Draft opinion

Amendment

2 d. Takes into account that ERA endorsed a policy for classifying and protecting sensitive information to strengthen the implementation of the internal control framework;

Or. en