



**2024/2110(BUI)**

4.2.2025

# **AMENDMENTS**

## **1 - 60**

**Draft opinion**

**Gheorghe Falcă**

(PE768.011v01-00)

Guidelines for the 2026 Budget - Section III

(2024/2110(BUI))



**Amendment 1**  
**Kai Tegethoff**  
on behalf of the Greens/EFA Group

**Draft opinion**  
**Recital -A (new)**

*Draft opinion*

*Amendment*

**-A. whereas the EU transport sector is essential for the economic and social development of the Union, and for ensuring the territorial accessibility and connectivity of all of its regions, with particular regard to peripheral, rural, mountainous, insular and outermost regions and other disadvantaged geographical areas; whereas at the same time it also has an important environmental impact and there is increasing awareness of the importance of sustainability;**

Or. en

**Amendment 2**  
**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves, Vivien Costanzo**

**Draft opinion**  
**Recital -A (new)**

*Draft opinion*

*Amendment*

**-A. whereas the EU transport sector is essential for the Union's competitiveness, economy, development, and social cohesion, for its sustainability and for ensuring the territorial accessibility and connectivity of all regions of the EU, with particular attention for peripheral, rural, island, and outermost regions and other disadvantaged geographical areas;**

Or. en

### **Amendment 3**

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves, Vivien Costanzo**

#### **Draft opinion**

**Recital -A a (new)**

*Draft opinion*

*Amendment*

***-A a. whereas sufficient targeted investment is needed to advance towards a more sustainable, competitive, and digital transport; whereas the Social Climate Fund has an important role to play in making the transport system more sustainable, accessible, and affordable for vulnerable transport users; whereas transport poverty is a reality for many people in the EU; whereas the national Social Climate Plans should include concrete policies and financing measures to address transport poverty in Member States;***

Or. en

### **Amendment 4**

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves, Vivien Costanzo**

#### **Draft opinion**

**Recital A a (new)**

*Draft opinion*

*Amendment*

***A a. whereas the Connecting Europe Facility (CEF) has proven to be a major success in developing the transeuropean transport network (TEN-T), in particular cross-border projects, as well as in supporting sustainable transport solutions, such as rail or the deployment of alternative fuels infrastructure; whereas a central EU support programme such as CEF has proven to be the most efficient to ensure cooperation and alignment among Member States for large-scale, cross-border projects in***

*transport, energy, and telecommunication with the highest European added value; whereas CEF should remain one of the key instruments for transport financing in the next Multiannual Financial Framework (MFF) 2028-2034;*

Or. en

## **Amendment 5**

**Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux**

### **Draft opinion**

#### **Recital A a (new)**

*Draft opinion*

*Amendment*

*A a. Whereas the Draghi and Letta reports call on the Union to step up its efforts to develop a competitive industrial strategy in the face of the global competition;*

Or. en

## **Amendment 6**

**Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux**

### **Draft opinion**

#### **Recital B**

*Draft opinion*

*Amendment*

B. whereas modern, interconnected and multimodal transport infrastructure within a single European transport area is central to creating growth and jobs in the EU and completing the European single market; whereas successful decarbonisation that safeguards the global competitiveness of European industries requires significant investment in **renewable-energy-based** transport networks and alternative fuel infrastructure; whereas digitalisation across all transport sectors can yield significant

B. whereas modern, interconnected and multimodal transport infrastructure within a single European transport area is central to creating growth and jobs in the EU and completing the European single market; whereas successful decarbonisation that safeguards the global competitiveness of European industries requires significant investment in **renewable energy-based** transport networks and alternative fuel infrastructure **and the use of alternative fuels, including sustainable aviation fuels through**

efficiency gains, which often have the potential to exceed the initial investments;

*increased public incentives*; whereas digitalisation across all transport sectors can yield significant efficiency gains, which often have the potential to exceed the initial investments;

Or. en

### **Amendment 7**

**Kai Tegethoff**

on behalf of the Greens/EFA Group

#### **Draft opinion**

##### **Recital B**

###### *Draft opinion*

B. whereas modern, interconnected and multimodal transport infrastructure within a single European transport area is central to creating growth and jobs in the EU and completing the European single market; whereas successful decarbonisation that safeguards the global competitiveness of European industries requires significant investment in renewable-energy-based transport networks and alternative fuel infrastructure; whereas digitalisation across all transport sectors can yield significant efficiency gains, which often have the potential to exceed the initial investments;

###### *Amendment*

B. whereas *sustainable*, modern, interconnected and multimodal transport infrastructure within a single European transport area is central to *reaching the EU's climate targets*, creating growth and jobs in the EU and completing the European single market; whereas successful decarbonisation that safeguards the global competitiveness of European industries requires significant investment in *sustainable transport*, renewable-energy-based transport networks and alternative fuel infrastructure; whereas digitalisation across all transport sectors can yield significant efficiency gains, which often have the potential to exceed the initial investments;

Or. en

### **Amendment 8**

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves**

#### **Draft opinion**

##### **Recital B**

###### *Draft opinion*

B. whereas modern, interconnected

###### *Amendment*

B. whereas modern, interconnected,

and multimodal transport infrastructure within a single European transport area is central to creating growth and jobs in the EU and completing the European single market; whereas successful decarbonisation that safeguards the global competitiveness of European industries requires significant investment in renewable-energy-based transport networks and alternative fuel infrastructure; whereas digitalisation across all transport *sectors can yield significant efficiency gains, which often have the potential to exceed the initial investments;*

and multimodal transport infrastructure within a single European transport area is central to creating growth and jobs in the EU and completing the European single market; whereas *a* successful decarbonisation that safeguards the global competitiveness of European industries requires significant investment in renewable-energy-based transport networks and alternative fuel infrastructure; whereas digitalisation *and other technological solutions are key to reap full network benefits and to increase interoperability between digital, energy and* across all transport *networks and sufficient investment is needed;*

Or. en

#### **Amendment 9**

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves, Vivien Costanzo**

#### **Draft opinion**

#### **Recital C**

##### *Draft opinion*

C. whereas the efficient use of EU funds is paramount to achieving strategic objectives within limited financial envelopes, particularly in the light of inflationary pressures that have led to significant increases in construction, energy and raw material costs, threatening the financial feasibility of key infrastructure projects; whereas resilient funding mechanisms are vital for maintaining project momentum despite economic volatility; whereas the imperative of maximising the impact of EU spending requires inflation-adjusted budgetary provisions, the reallocation of underutilised funds, as well as clear monitoring and improved reporting frameworks;

##### *Amendment*

C. whereas the efficient use of EU funds is paramount to achieving strategic objectives within limited financial envelopes, particularly in the light of inflationary pressures that have led to significant increases in construction, energy and raw material costs, threatening the financial feasibility of key infrastructure projects *of common EU interest*; whereas resilient *and coordinated EU* funding mechanisms are vital for maintaining project momentum despite economic volatility; whereas the imperative of maximising the impact of EU spending requires inflation-adjusted budgetary provisions, the reallocation of underutilised funds, as well as clear monitoring and improved reporting frameworks;

**Amendment 10**  
**Valérie Devaux, Benoit Cassart**

**Draft opinion**  
**Recital D**

*Draft opinion*

D. whereas delays in planning, permitting and procurement processes also hinder the timely implementation of transport and infrastructure projects, jeopardising EU transport and infrastructure development; whereas establishing optimised approval procedures is crucial to accelerating project timelines and ensuring budget absorption;

*Amendment*

D. whereas delays in planning, permitting and procurement processes also hinder the timely implementation of transport and infrastructure projects, jeopardising EU transport and infrastructure development; whereas establishing optimised approval procedures is crucial to accelerating project timelines and ensuring budget absorption; ***whereas Directive 2021/1187 on streamlining measures for advancing the realisation of the trans-European transport network ensures clearer and transparent permitting procedures and authorisation periods limited to 4 years in order to facilitate the achievement of the infrastructure network;***

**Amendment 11**  
**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves**

**Draft opinion**  
**Recital D**

*Draft opinion*

D. whereas delays in planning, permitting and procurement processes ***also*** hinder the timely implementation of transport and infrastructure projects, jeopardising EU transport ***and*** infrastructure development; whereas establishing optimised approval procedures ***is crucial to accelerating*** project timelines

*Amendment*

D. whereas delays ***should be prevented and avoided*** in planning, permitting and procurement processes ***in order not to*** hinder the timely implementation of transport and infrastructure projects, jeopardising EU transport ***or*** infrastructure development; whereas establishing optimised approval



and ensuring budget absorption;

procedures *could accelerate* project timelines and ensuring budget absorption;

Or. en

## Amendment 12

Rosa Serrano Sierra, Alicia Homs Ginel, Sérgio Gonçalves, Vivien Costanzo

### Draft opinion

#### Recital E

##### *Draft opinion*

E. whereas *regulatory and administrative complexity and unequal access to funding disproportionately impact* small and medium-sized enterprises (SMEs), regional authorities and disadvantaged regions; whereas the simplification of EU regulatory and administrative processes at all levels, coupled with streamlined access to funding, are essential for achieving the timely and efficient implementation of projects *under CEF-T* and tourism programmes, *particularly for SMEs and regional authorities*;

##### *Amendment*

E. whereas *reducing administrative burdens and simplifying implementation is key to ensuring equal access to funding for* small and medium-sized enterprises (SMEs), regional authorities and disadvantaged regions; whereas the simplification of EU regulatory and administrative processes at all levels, coupled with streamlined access to funding *and providing technical and administrative support to microenterprises and SMEs* are essential for achieving the timely and efficient implementation of *transport* projects and tourism programmes;

Or. en

## Amendment 13

Elena Nevado del Campo, Borja Giménez Larraz

### Draft opinion

#### Recital E

##### *Draft opinion*

E. whereas regulatory and administrative complexity and unequal access to funding disproportionately impact small and medium-sized enterprises (SMEs), regional authorities and disadvantaged regions; whereas the simplification of EU regulatory and

##### *Amendment*

E. whereas regulatory and administrative complexity and unequal access to funding disproportionately impact small and medium-sized enterprises (SMEs), regional authorities and disadvantaged regions; whereas the simplification of EU regulatory and

administrative processes at all levels, coupled with streamlined access to funding, are essential for achieving the timely and efficient implementation of projects under CEF-T and tourism programmes, particularly for SMEs and regional authorities;

administrative processes at all levels, coupled with streamlined access to funding, *as foreseen under the Omnibus Simplification Package outlined in the Competitiveness Compass by the European Commission*, are essential for achieving the timely and efficient implementation of projects under CEF-T and tourism programmes, particularly for SMEs and regional authorities;

Or. en

#### **Amendment 14**

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves, Vivien Costanzo**

#### **Draft opinion**

**Recital E a (new)**

*Draft opinion*

*Amendment*

*E a. whereas the EU's Vision Zero objective sets the goal of reducing road deaths by 50 % by 2030 and of achieving zero fatalities by 2050; whereas more investments in road safety is needed to guarantee road and user safety;*

Or. en

#### **Amendment 15**

**Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux**

#### **Draft opinion**

**Recital F a (new)**

*Draft opinion*

*Amendment*

*F a. Whereas there is a need to “build a comprehensive European port strategy” aimed at combating the operational and financial influence of non-European countries on the critical infrastructures;*

Or. en

**Amendment 16**  
**Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux**

**Draft opinion**  
**Recital F b (new)**

*Draft opinion*

*Amendment*

***F b. Whereas inland waterway transport enables the expansion of logistics capacities for clean industrial growth based on sustainable supply chains in the context of increasing congestion of road and rail networks;***

Or. en

**Amendment 17**  
**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves**

**Draft opinion**  
**Recital G**

*Draft opinion*

*Amendment*

G. whereas Russia's war of aggression against Ukraine has underscored the EU's vulnerability to external shocks; whereas strengthening transport connections with Ukraine and Moldova is now needed more than ever;

G. whereas Russia's war of aggression against Ukraine has underscored the EU's vulnerability to external shocks, ***particularly in sectors such as transport and tourism; whereas the impact of Russia's war of aggression as well as the COVID-19 pandemic in both sectors have shown the need for a coordinated response at EU level backed to adequate budgetary means***; whereas strengthening transport connections with Ukraine and Moldova is now needed more than ever;

Or. en

**Amendment 18**  
**Elena Nevado del Campo, Borja Giménez Larraz**

**Draft opinion**

## Recital G a (new)

*Draft opinion*

*Amendment*

***G a. Whereas the European transport network is among the critical infrastructures in which security risks (either digital or physical) are intensifying and need to be protected from external threats, as they are vital to maintain societal functions;***

Or. en

## Amendment 19

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves, Vivien Costanzo**

### Draft opinion

#### Recital H

*Draft opinion*

*Amendment*

H. whereas tourism, identified in the Commission's 2021 industrial strategy as a critical ecosystem, continues to face ***challenges from economic shocks, environmental impacts and uneven digital adoption;***

H. whereas tourism, identified in the Commission's 2021 industrial strategy as a critical ecosystem ***and plays an important role for the EU economy, competitiveness, employment, and the promotion of social well-being; whereas the tourism sector continues to face economic, environmental and digital challenges;***

Or. en

## Amendment 20

**Kai Tegethoff**

on behalf of the Greens/EFA Group

### Draft opinion

#### Recital H

*Draft opinion*

*Amendment*

H. whereas tourism, identified in the Commission's 2021 industrial strategy as a critical ecosystem, continues to face

H. whereas tourism, identified in the Commission's 2021 industrial strategy ***and the EU Agenda for Tourism 2030*** as a

challenges from economic shocks, environmental impacts *and* uneven digital adoption;

critical ecosystem, continues to face challenges from *overtourism*, economic shocks, environmental impacts, uneven digital adoption *and precarious job market*;

Or. en

## Amendment 21

Elena Nevado del Campo, Borja Giménez Larraz

### Draft opinion

#### Recital H

##### *Draft opinion*

H. whereas tourism, identified in the Commission's 2021 industrial strategy as a critical ecosystem, continues to face challenges from economic shocks, environmental impacts and uneven digital adoption;

##### *Amendment*

H. whereas tourism - *a major economic activity in the European Union, accounting for almost 10% of its GDP*, identified in the Commission's 2021 industrial strategy as a critical ecosystem, continues to face challenges from economic shocks, environmental impacts and uneven digital adoption;

Or. en

## Amendment 22

Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux

### Draft opinion

#### Recital H a (new)

##### *Draft opinion*

##### *Amendment*

*H a. Whereas the road transport agreement between the EU and Ukraine, which facilitates road freight transport and transit by setting up solidarity corridors, has been extended until 30 June 2025, with a possible tacit renewal of six months;*

Or. en

**Amendment 23**  
**Kai Tegethoff**  
on behalf of the Greens/EFA Group

**Draft opinion**  
**Recital H a (new)**

*Draft opinion*

*Amendment*

***H a. Whereas the transport sector is experiencing increasing labour and skills shortages as well as poor working conditions in some parts;***

Or. en

**Amendment 24**  
**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves, Vivien Costanzo**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

*Amendment*

1. Calls for a significant increase in the CEF-T budget to secure adequate funding for ongoing and planned TEN-T projects, focusing on cross-border infrastructure for enhanced passenger and freight flow;

1. Calls for a significant increase in the CEF-T budget to secure adequate funding for ongoing and planned TEN-T projects, focusing on cross-border infrastructure for enhanced passenger and freight flow; ***highlights that CEF is the main instrument to finance infrastructure development with the highest EU-added value in terms of economic, social, and territorial cohesion and connectivity, in particular as regards cross-border connections and missing links, and mainstreaming the Green Deal and digital objectives while fostering competitiveness;***

Or. en

**Amendment 25**  
**Nils Ušakovs**

**Draft opinion**

## Paragraph 1

### *Draft opinion*

1. Calls for a significant increase in the CEF-T budget to secure adequate funding for ongoing and planned TEN-T projects, focusing on cross-border infrastructure for enhanced passenger and freight flow;

### *Amendment*

1. ***Stresses the importance of the Connecting Europe Facility in improving the connectivity of sustainable transport across borders in the EU as well as its vital role in achieving the economic, social and climate goals of the EU;*** Calls for a significant increase in the CEF-T budget to secure adequate funding for ongoing and planned TEN-T projects, focusing on cross-border infrastructure for enhanced passenger and freight flow ***that improve the resilience, efficiency and economic viability of cross-border transport grids;***

Or. en

## Amendment 26

**Kai Tegethoff**

on behalf of the Greens/EFA Group

### **Draft opinion**

#### **Paragraph 1**

### *Draft opinion*

1. Calls for a significant increase in the CEF-T budget to secure adequate funding for ongoing and planned TEN-T projects, focusing on cross-border infrastructure for enhanced passenger and freight flow;

### *Amendment*

1. ***Regrets that the CEF-T budget does not cover all the needs for sustainable transport investments;*** calls for a significant increase in the CEF-T budget to secure adequate funding for ongoing and planned TEN-T projects, focusing on ***sustainable*** cross-border infrastructure for enhanced passenger and freight flow; ***underlines as well the importance of smaller-scale projects to improve cross-border connectivity and believes that they should be equally eligible to receive European funding;***

Or. en

## Amendment 27

Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux

### Draft opinion

#### Paragraph 1

##### *Draft opinion*

1. Calls for a significant increase in the CEF-T budget to secure adequate funding for ongoing and planned TEN-T projects, focusing on cross-border infrastructure for enhanced passenger and freight flow;

##### *Amendment*

1. Calls for a significant increase in the CEF-T budget to secure adequate funding for ongoing and planned TEN-T projects, focusing on cross-border infrastructure for enhanced passenger and freight flow, ***underlining as well the importance of solving national bottlenecks that negatively affect cross-border transport***;

Or. en

## Amendment 28

Kai Tegethoff

on behalf of the Greens/EFA Group

### Draft opinion

#### Paragraph 1 a (new)

##### *Draft opinion*

##### *Amendment*

***1 a. Believes that respect for the 'do no significant harm' principle and the 'polluter pays principle' should be applied in all transport-related funding legislation;***

Or. en

## Amendment 29

Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux

### Draft opinion

#### Paragraph 2

##### *Draft opinion*

##### *Amendment*

2. Welcomes the ***Commission's***

2. Welcomes the ***launch of the***



**announcement that it will** develop, as proposed in the Draghi report, an EU industrial action plan for the automotive sector, **as well as** a new maritime industrial strategy to enhance the competitiveness, sustainability and resilience of the European maritime manufacturing sector; calls, **further**, for a strategic action plan for the EU aviation sector to **analyse** potential reductions in administrative burdens and to assess financial needs for maintaining sector competitiveness in times of decarbonisation pressures; welcomes the commitment to put forward a plan for an ambitious European high-speed rail network to help connect EU capitals, including through night trains, and to accelerate rail freight, as already outlined in the revised TEN-T guidelines; advocates a comprehensive strategy on hyperloop, with clear timelines, detailed investment frameworks and support for research, development and deployment;

**strategic dialogue on the future of the European automotive industry, based on a clean, affordable energy,** to develop, as proposed in the Draghi report, an EU industrial action plan for the automotive sector; **welcomes the Commission's announcement to develop** a new maritime industrial strategy to enhance the competitiveness, sustainability and resilience of the European maritime manufacturing sector; **welcomes the commitment to present an investment plan for sustainable transport by 2025;** calls for a strategic action plan for the EU aviation sector to **identify** potential reductions in administrative burdens and to assess financial needs for maintaining sector competitiveness in times of decarbonisation pressures **and global geopolitical challenges;** welcomes the commitment to put forward a plan for an ambitious European high-speed rail network to help connect EU capitals, including through night trains, **to set up a single digital ticketing and booking system for railways as soon as possible** and to accelerate rail freight, as already outlined in the revised TEN-T guidelines; advocates a comprehensive strategy on hyperloop, with clear timelines, detailed investment frameworks and support for research, development and deployment;

Or. en

### **Amendment 30**

**Kai Tegethoff**

on behalf of the Greens/EFA Group

### **Draft opinion**

#### **Paragraph 2**

#### *Draft opinion*

2. Welcomes the Commission's announcement that it will develop, as proposed in the Draghi report, an EU industrial action plan for the automotive

#### *Amendment*

2. Welcomes the Commission's announcement that it will develop, as proposed in the Draghi report, an EU industrial action plan for the automotive

sector, as well as a new maritime industrial strategy to enhance the competitiveness, sustainability and resilience of the European maritime manufacturing sector; ***calls, further, for a strategic action plan for the EU aviation sector to analyse potential reductions in administrative burdens and to assess financial needs for maintaining sector competitiveness in times of decarbonisation pressures;*** welcomes the commitment to put forward a plan for an ambitious European high-speed rail network to help connect EU capitals, including through night trains, and to accelerate rail freight, as already outlined in the revised TEN-T guidelines; ***advocates a comprehensive strategy on hyperloop, with clear timelines, detailed investment frameworks and support for research, development and deployment;***

sector, as well as a new maritime industrial strategy to enhance the competitiveness, sustainability and resilience of the European maritime manufacturing sector; welcomes the commitment to put forward a plan for an ambitious European high-speed rail network to help connect EU capitals, including through night trains, and to accelerate rail freight, as already outlined in the revised TEN-T guidelines;

Or. en

### Amendment 31

Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves

#### Draft opinion

#### Paragraph 2

##### *Draft opinion*

2. Welcomes the Commission's announcement that it will develop, as proposed in the Draghi report, an EU industrial action plan for the automotive sector, as well as a new maritime industrial strategy to enhance the competitiveness, sustainability and resilience of the European maritime manufacturing sector; ***calls, further, for a strategic action plan for the EU aviation sector to analyse potential reductions in administrative burdens and to assess financial needs for maintaining sector competitiveness in times of decarbonisation pressures;*** welcomes the commitment to put forward a plan for an ambitious European high-speed rail network to help connect EU capitals,

##### *Amendment*

2. Welcomes the Commission's announcement that it will develop, as proposed in the Draghi report, an EU industrial action plan for the automotive sector, as well as a new maritime industrial strategy to enhance the competitiveness, sustainability and resilience of the European maritime manufacturing sector; ***calls, further, for a strategic action plan for the EU aviation sector to maintain its competitiveness by analysing potential reductions in administrative burdens, financial needs in times of decarbonisation pressures, as well as labour costs and working conditions to attract and retain skilled workers and boost productivity;*** welcomes the commitment to put forward a

including through night trains, and to accelerate rail freight, as already outlined in the revised TEN-T guidelines; **advocates a comprehensive strategy on hyperloop, with clear timelines, detailed investment frameworks and support for research, development and deployment;**

plan for an ambitious European high-speed rail network to help connect EU capitals, including through night trains, and to accelerate rail freight, as already outlined in the revised TEN-T guidelines; **highlights that such focus on high-speed rail networks should be complementary to the sustained support and financing of quality and frequent regional and local public transport, particularly in rural areas;**

Or. en

## Amendment 32

Borja Giménez Larraz, Elena Nevado del Campo

### Draft opinion

#### Paragraph 2

##### *Draft opinion*

2. Welcomes the Commission's announcement that it will develop, as proposed in the Draghi report, an EU industrial action plan for the automotive sector, as well as a new maritime industrial strategy to enhance the competitiveness, sustainability and resilience of the European maritime manufacturing sector; calls, further, for a strategic action plan for the EU aviation sector to analyse potential reductions in administrative burdens and to assess financial needs for maintaining sector competitiveness **in times of decarbonisation pressures**; welcomes the commitment to put forward **a plan for an ambitious European high-speed rail network** to help connect EU capitals, including through night trains, and to accelerate rail freight, as already outlined in the revised TEN-T guidelines; advocates a comprehensive strategy on hyperloop, with clear timelines, detailed investment frameworks and support for research, development and deployment;

##### *Amendment*

2. Welcomes the Commission's announcement that it will develop, as proposed in the Draghi report, an EU industrial action plan for the automotive sector, as well as a new maritime industrial strategy to enhance the competitiveness, sustainability and resilience of the European maritime manufacturing sector; calls, further, for a strategic action plan for the EU aviation sector to analyse potential reductions in administrative burdens and to assess financial needs for maintaining sector competitiveness, **especially as European industries face higher requirements than non-EU countries, with the outcome of additional pressure, carbon leakage or unfair practices**; welcomes the commitment to put forward an ambitious **High Speed Rail Plan** to help connect EU capitals, including through night trains, and to accelerate rail freight, as already outlined in the revised TEN-T guidelines; advocates a comprehensive strategy on hyperloop, with clear timelines, detailed investment frameworks and support for

research, development and deployment;

Or. en

**Amendment 33**

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves, Vivien Costanzo**

**Draft opinion**

**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

**2 a. Reiterates the role of the Social Climate Fund (SCF) in supporting the most vulnerable groups with measures and investments throughout the transition towards a more sustainable mobility and in ensuring that no one is left behind; calls on Member States to include concrete policies and financing measures to address transport poverty in their national Social Climate Plans; calls on the need to significantly increase the SCF to facilitate vehicle purchases, to speed up the deployment of charging infrastructure and to improve the quality and frequency of public transport;**

Or. en

**Amendment 34**

**Elena Nevado del Campo, Borja Giménez Larraz**

**Draft opinion**

**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

**2 a. Welcomes the Commission's announcement under the Competitiveness Compass of the development of a Sustainable Transport Investment Plan with additional measures to de-risk investment needed to swiftly ramp up charging infrastructure and the**

*production and distribution of renewable and low-carbon transport fuels, without jeopardising existing market choices that may be more beneficial for citizens;*

Or. en

### **Amendment 35**

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves**

#### **Draft opinion**

##### **Paragraph 4**

###### *Draft opinion*

4. Calls on the Commission to address inflationary pressures and resource scarcity by incorporating inflation adjustments into the budget; notes that the inclusion of realistic price adjustments is essential to safeguarding the viability of transport and infrastructure projects against ***the impact of inflation-induced*** cost increases; supports reallocating resources from underutilised areas ***such as cohesion funds*** to strategic clusters such as transport infrastructure and innovation; calls strongly for the integration of inflation-resilient frameworks and adaptive budget mechanisms within the multiannual financial framework to avoid financing challenges in upcoming cycles;

###### *Amendment*

4. Calls on the Commission to address inflationary pressures and resource scarcity by incorporating inflation adjustments into the budget; notes that the inclusion of realistic price adjustments is essential to safeguarding the viability ***and financial soundness*** of transport and infrastructure projects against ***unexpected*** cost increases ***due to high inflation rates***; supports reallocating resources from ***remnants or*** underutilised areas to strategic clusters such as transport infrastructure, ***sustainable transport solutions*** and innovation; calls strongly for the integration of inflation-resilient frameworks and adaptive budget mechanisms within the multiannual financial framework to avoid financing challenges in upcoming cycles;

Or. en

### **Amendment 36**

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves, Vivien Costanzo**

#### **Draft opinion**

##### **Paragraph 4 a (new)**

###### *Draft opinion*

###### *Amendment*

**4 a. Requests that the funding for European transport agencies and joint undertakings match their level of responsibility as driving forces behind innovation, sustainability and competitiveness in the field of transport;**

Or. en

**Amendment 37**  
**Jan-Christoph Oetjen, Benoit Cassart**

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

*Draft opinion*

5. Emphasises the importance of bolstering co-financing mechanisms, particularly for large-scale projects such as the Clean Aviation and Europe's Rail Joint Undertakings, to ensure their timely implementation despite economic constraints; insists on the leveraging of public-private partnerships (PPPs) to mobilise additional resources;

*Amendment*

5. Emphasises the importance of bolstering co-financing mechanisms, particularly for large-scale projects, such as the Clean Aviation, **SESAR**, and Europe's Rail Joint Undertakings, to ensure their timely implementation despite economic constraints; insists on the leveraging of public-private partnerships (PPPs) to mobilise additional resources;

Or. en

**Amendment 38**  
**Valérie Devaux, Benoit Cassart**

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

*Draft opinion*

6. Advocates innovative financing models, in particular the facilitation of PPPs by providing guarantees or implementing risk-sharing mechanisms, in order to attract private investments in transport and tourism infrastructure;

*Amendment*

6. Advocates innovative financing models, in particular the facilitation of PPPs by providing guarantees or implementing risk-sharing mechanisms, in order to attract private investments in transport and tourism infrastructure **as well as to make a full use of the opportunities offered by blending between EU funds;**

**Amendment 39**  
**Jan-Christoph Oetjen, Benoit Cassart**

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

*Draft opinion*

6. Advocates innovative financing models, in particular the facilitation of PPPs by providing guarantees or implementing risk-sharing mechanisms, in order to attract private investments in transport and tourism infrastructure;

*Amendment*

6. Advocates innovative financing models, in particular the facilitation of PPPs by providing guarantees or implementing risk-sharing mechanisms, in order to attract private investments in transport and tourism infrastructure, ***in particular the acceleration of the use of alternative fuels***;

Or. en

**Amendment 40**  
**Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

***6 a. Stresses that these PPPs contribute to knowledge sharing, innovation and support for SMEs and start-ups;***

Or. en

**Amendment 41**  
**Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux**

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

*Draft opinion*

7. Stresses the need to reinforce the budgets of transport agencies, in particular

*Amendment*

7. Stresses the need to reinforce the budgets of transport agencies, in particular

the EU Aviation Safety Agency, the European Maritime Safety Agency and the EU Agency for Railways, so that they can fulfil the additional tasks assigned to them by the co-legislators in recently adopted EU legislation, as well as in order to support critical safety, sustainability and modernisation initiatives;

the EU Aviation Safety Agency, the European Maritime Safety Agency and the EU Agency for Railways, ***through the EU budget - mainly to limit additional financial burden for industry users***, so that they can fulfil the additional tasks assigned to them by the co-legislators in recently adopted EU legislation, as well as in order to support critical safety, sustainability and modernisation initiatives;

Or. en

#### **Amendment 42**

**Kai Tegethoff**

on behalf of the Greens/EFA Group

#### **Draft opinion**

##### **Paragraph 7**

###### *Draft opinion*

7. Stresses the need to reinforce the budgets of transport agencies, in particular the EU Aviation Safety Agency, the European Maritime Safety Agency ***and the EU Agency for Railways***, so that they can fulfil the additional tasks assigned to them by the co-legislators in recently adopted EU legislation, as well as in order to support critical safety, sustainability and modernisation initiatives;

###### *Amendment*

7. Stresses the need to reinforce the budgets of transport agencies, in particular the EU ***Agency for Railways that has the smallest budget of all transport agencies but also the EU*** Aviation Safety Agency ***and*** the European Maritime Safety Agency, so that they can fulfil the additional tasks assigned to them by the co-legislators in recently adopted EU legislation, as well as in order to support critical safety, sustainability, ***interoperability*** and modernisation initiatives;

Or. en

#### **Amendment 43**

**Valérie Devaux, Benoit Cassart**

#### **Draft opinion**

##### **Paragraph 7 a (new)**

###### *Draft opinion*

###### *Amendment*



**7 a. Underlines the unsatisfying level of deployment of ERTMS on the TEN-T, stressing that this creates risks in terms of rail safety while limiting interoperability on the rail network; therefore, calls for an ambitious support to ERTMS deployment;**

Or. en

#### **Amendment 44**

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves**

#### **Draft opinion**

#### **Paragraph 8**

##### *Draft opinion*

8. Calls, ***in the strongest terms***, for the streamlining of application and reporting procedures in relation to EU funds; insists on more ***transparent and fair fund allocation using digital platforms*** in order to simplify access for SMEs and regional stakeholders; ***calls for the establishment of expedited review processes*** for critical transport and infrastructure projects in order to reduce delays; ***proposes the implementation of the ‘once-only’ principle for administrative processes, allowing applicants to provide information once and reuse it across EU programmes, thereby reducing redundancy and delays;***

##### *Amendment*

8. ***Strongly*** calls for the streamlining of application and reporting procedures in relation to EU funds; insists on more ***transparency in EU funding in the transport sector*** in order to simplify access for SMEs and regional stakeholders; ***highlights the importance of implementing EU streamlining measures, such as in permit-granting procedures, to advance the realisation of*** critical transport and infrastructure projects in order to reduce delays;

Or. en

#### **Amendment 45**

**Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux**

#### **Draft opinion**

#### **Paragraph 8**

##### *Draft opinion*

8. Calls, in the strongest terms, for the streamlining of application and reporting

##### *Amendment*

8. Calls, in the strongest terms, for the streamlining of application and reporting

procedures in relation to EU funds; insists on more transparent and fair fund allocation using digital platforms in order to simplify access for SMEs and regional stakeholders; calls for the establishment of expedited review processes for critical transport and infrastructure projects in order to reduce delays; proposes the implementation of the ‘once-only’ principle for administrative processes, allowing applicants to provide information once and reuse it across EU programmes, thereby reducing redundancy and delays;

procedures in relation to EU funds; insists on more transparent and fair fund allocation using digital platforms in order to simplify access for SMEs and regional stakeholders; ***calls for all new initiatives to be subject to a prior impact assessment***; calls for the establishment of expedited review processes for critical transport and infrastructure projects in order to reduce delays; proposes the implementation of the ‘once-only’ principle for administrative processes, allowing applicants to provide information once and reuse it across EU programmes, thereby reducing redundancy and delays;

Or. en

#### **Amendment 46**

**Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux**

#### **Draft opinion**

#### **Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

***8 a. Calls on the Commission to present a European port strategy to limit the risks of economic dependence, espionage and sabotage linked to the economic presence and operational involvement of entities from non-European countries in EU ports;***

Or. en

#### **Amendment 47**

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves**

#### **Draft opinion**

#### **Paragraph 9**

*Draft opinion*

*Amendment*

9. Insists on the restoration of the military mobility budget to the originally

9. Insists on the restoration of the military mobility budget to the originally

proposed EUR 6.5 billion over seven years, **highlighting its critical role in** adapting parts of the TEN-T infrastructure for dual use along priority axes, in order to **facilitate the movement of military equipment across the continent, enabling a joint response to military threats** to the EU Member States and their allied nations;

proposed EUR 6.5 billion over seven years; **reiterates that the drastic cut of 75% in the funding of military mobility under the transport pillar, considerably reduces the ambition of this policy objective that aims to adapt parts of the TEN-T networks for a dual use of transport infrastructure with a view to improving both civilian and military mobility; highlights that** adapting parts of the TEN-T infrastructure for dual use along priority axes **is key** in order to **be prepared for short-notice large-scale cross-border movements that are crucial** to the Union's defense and security;

Or. en

#### Amendment 48

Borja Giménez Larraz, Elena Nevado del Campo

#### Draft opinion

##### Paragraph 9

#### *Draft opinion*

9. Insists on the restoration of the military mobility budget to the originally proposed EUR 6.5 billion over seven years, highlighting its critical role in adapting parts of the TEN-T infrastructure for dual use along priority axes, in order to facilitate the movement of military equipment across the continent, enabling a joint response to military threats to the EU Member States and their allied nations;

#### *Amendment*

9. Insists on the restoration of the military mobility budget to the originally proposed EUR 6.5 billion over seven years, highlighting its critical role in adapting parts of the TEN-T infrastructure for dual use along priority axes, **particularly in cross-border connections**, in order to facilitate the movement of military equipment across the continent, enabling a joint response to military threats to the EU Member States and their allied nations; **calls on the inclusion of military mobility in the White Paper on the Future of European Defence**;

Or. en

#### Amendment 49

Nils Ušakovs

**Draft opinion**  
**Paragraph 9 a (new)**

*Draft opinion*

*Amendment*

**9 a.** *Stresses that the war in Ukraine and the sanctions on Russia have had a significant impact on transport within the EU, leading to traffic disruptions, supply chain bottlenecks, and the need to bypass traditional routes, which has extended journey times and increased costs; recalls that, due to their proximity and economic ties to the regions affected by the war, Eastern border regions, particularly in the Baltic countries, Finland, and Poland, have suffered substantial economic losses and a halt in cross-border mobility, leaving them especially vulnerable to the war's consequences and in need of targeted support; considers that the 2026 budget should contribute to mitigating the economic and social impact on the affected populations;*

Or. en

**Amendment 50**  
**Borja Giménez Larraz, Elena Nevado del Campo**

**Draft opinion**  
**Paragraph 9 a (new)**

*Draft opinion*

*Amendment*

**9 a.** *Recalls the transport workforce shortages in the EU; calls in this regard to ensure a sufficient support to safety and good working conditions of transport workers as well as to guarantee financing of safe and secure truck parking areas across the EU;*

Or. en

**Amendment 51**

**Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux**

**Draft opinion**  
**Paragraph 9 a (new)**

*Draft opinion*

*Amendment*

**9 a. Calls for financial support to ensure maritime safety and dismantle the Russian ghost ship fleet;**

Or. en

**Amendment 52**  
**Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux**

**Draft opinion**  
**Paragraph 9 b (new)**

*Draft opinion*

*Amendment*

**9 b. Calls on the Parliament to be kept fully informed of negotiations on the renewal of the EU-Ukraine road agreement, which forms part of the EU-Ukraine free trade agreement;**

Or. en

**Amendment 53**  
**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves**

**Draft opinion**  
**Paragraph 10**

*Draft opinion*

*Amendment*

10. Reiterates that to accelerate Ukraine's post-war recovery and its integration into the EU market, ***it is imperative*** to improve the capacity along the EU-Ukraine Solidarity Lanes, encompassing railway upgrades, improved border crossings and the crucial step of integrating Ukraine's rail system into the EU's standard gauge to facilitate the

10. Reiterates that, ***as stated out in the Commission communication to EU-Ukraine Solidarity Lanes<sup>1a</sup>, addressing transport infrastructure challenges is essential*** to accelerate Ukraine's post-war recovery and its integration into the EU market; ***stresses the importance of projects aiming*** to improve the capacity along the EU-Ukraine Solidarity Lanes,

uninterrupted movement of goods and services;

encompassing railway upgrades, improved border crossings and the crucial step of integrating Ukraine's rail system into the EU's standard gauge to facilitate the uninterrupted movement of goods and services;

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*1<sup>a</sup> Communication of 12 May 2022 entitled 'An action plan for EU Ukraine Solidarity Lanes to facilitate Ukraine's agricultural export and bilateral trade with the EU' (COM(2022)0217).*

Or. en

#### **Amendment 54**

**Kai Tegethoff**

on behalf of the Greens/EFA Group

#### **Draft opinion**

#### **Paragraph 10**

##### *Draft opinion*

10. Reiterates that to accelerate Ukraine's post-war recovery and its integration into the EU market, it is imperative to improve the capacity along the EU-Ukraine Solidarity Lanes, encompassing railway upgrades, improved border crossings and the crucial step of integrating Ukraine's rail system into the EU's standard gauge to facilitate the uninterrupted movement of goods and services;

##### *Amendment*

10. Reiterates that to accelerate Ukraine's post-war recovery and its integration into the EU market, it is imperative to improve the capacity along the EU-Ukraine Solidarity Lanes, encompassing railway upgrades, improved border crossings and the crucial step of integrating Ukraine's rail system into the EU's standard gauge *on relevant lines* to facilitate the uninterrupted movement of goods and services;

Or. en

#### **Amendment 55**

**Rosa Serrano Sierra, Alicia Homs Ginel, Jean-Marc Germain, Sérgio Gonçalves**

#### **Draft opinion**

#### **Paragraph 11**

11. ***Calls for funding mechanisms to support the recovery of the tourism sector from economic shocks, ensuring the stability of its workforce and businesses;*** highlights the need to reduce administrative burdens for SMEs operating in the tourism sector by simplifying rules and providing tailored financial support; notes that the tourism industry stands to benefit greatly from digital innovations such as smart tourism platforms and integrated digital ticketing systems for attractions and services, which enhance visitor experiences while driving significant economic growth for local communities.

11. ***Reiterates Parliament's urgent and repeated request for the creation of a specific programme and a dedicated budget line on sustainable tourism at European level in MFF 2021-2027 and beyond; highlights the importance of ensuring that the EU supports its action towards a new sustainable model for tourism, one that is greener, more digital, inclusive, resilient in order to face the upcoming challenges, which helps to contribute to further creation of employment and growth, and ensures long-term well-being for everyone in the value chain, especially the local populations<sup>2a</sup>,*** highlights the need to reduce administrative burdens for SMEs operating in the tourism sector by simplifying rules and providing tailored financial support; notes that the tourism industry stands to benefit greatly from digital innovations such as smart tourism platforms and integrated digital ticketing systems for attractions and services, which enhance visitor experiences while driving significant economic growth for local communities;

***(2a) Palma Declaration of 31 October 2023, "The Path Towards Social Sustainability of Tourism in the EU"***

Or. en

## **Amendment 56**

**Borja Giménez Larraz, Elena Nevado del Campo**

### **Draft opinion Paragraph 11**

*Draft opinion*

11. Calls for funding mechanisms to support the recovery of the tourism sector from economic shocks, ensuring the stability of its workforce and businesses; highlights the need to reduce

*Amendment*

11. Calls for funding mechanisms to support the recovery of the tourism sector from economic shocks, ensuring the stability of its workforce and businesses; highlights the need to reduce

administrative burdens for SMEs operating in the tourism sector by simplifying rules and providing tailored financial support; notes that the tourism industry stands to benefit greatly from digital innovations such as smart tourism platforms and integrated digital ticketing systems for attractions and services, which enhance visitor experiences while driving significant economic growth for local communities.

administrative burdens for SMEs operating in the tourism sector by simplifying rules, ***minimising data collection requirements in line with the objectives of the Commission's "A simpler and faster Europe: Communication on implementation and simplification"***, and providing tailored financial support; notes that the tourism industry stands to benefit greatly from digital innovations such as smart tourism platforms and integrated digital ticketing systems for attractions and services, which enhance visitor experiences while driving significant economic growth for local communities.

Or. en

#### **Amendment 57**

**Kai Tegethoff**

on behalf of the Greens/EFA Group

#### **Draft opinion**

#### **Paragraph 11**

##### *Draft opinion*

11. Calls for funding mechanisms to support the recovery of the tourism sector from economic shocks, ensuring the stability of its workforce and businesses; highlights the need to reduce administrative burdens for SMEs operating in the tourism sector by simplifying rules and providing tailored financial support; notes that the tourism ***industry*** stands to benefit greatly from digital innovations such as smart tourism platforms and integrated digital ticketing systems for attractions and services, which enhance visitor experiences while driving significant economic growth for local communities.

##### *Amendment*

11. Calls for funding mechanisms to support the recovery of the tourism sector from economic shocks, ensuring the stability of its workforce and businesses, ***and to address the consequences of overtourism***; highlights the need to reduce administrative burdens for SMEs operating in the tourism sector by simplifying rules and providing tailored financial support; notes that the tourism ***sector*** stands to benefit greatly from digital innovations such as smart tourism platforms and integrated digital ticketing systems for attractions and services, which enhance visitor experiences while driving significant economic growth for local communities.

Or. en



## Amendment 58

Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux

### Draft opinion

#### Paragraph 11

##### *Draft opinion*

11. Calls for funding mechanisms to support *the recovery of* the tourism sector from economic shocks, ensuring the stability of its workforce and businesses; highlights the need to reduce administrative burdens for SMEs operating in the tourism sector by simplifying rules and providing tailored financial support; notes that the tourism industry stands to benefit greatly from digital innovations such as smart tourism platforms and integrated digital ticketing systems for attractions and services, which enhance visitor experiences while driving significant economic growth for local communities.

##### *Amendment*

11. Calls for funding mechanisms to support the tourism sector from economic shocks, ensuring the stability of its workforce and businesses; highlights the need to reduce administrative burdens for SMEs operating in the tourism sector by simplifying rules and providing tailored financial support; notes that the tourism industry stands to benefit greatly from digital innovations such as smart tourism platforms and integrated digital ticketing systems for attractions and services, which enhance visitor experiences while driving significant economic growth for local communities.

Or. en

## Amendment 59

Benoit Cassart, Jan-Christoph Oetjen, Valérie Devaux

### Draft opinion

#### Paragraph 11 a (new)

##### *Draft opinion*

##### *Amendment*

***11 a. Stresses that the development of sustainable tourism would make it possible to promote tourism in less popular, remote and peripheral areas, making them more attractive, in particular rural areas, to foster local value chains by promoting regional products, to manage the flow of tourists, to preserve the well-being of local communities and climate resilience; emphasizes that the potential for improving connectivity and accessibility offers opportunities for tourism***

*development, particularly for peripheral European regions, but also for linking urban hubs to rural areas.*

Or. en

**Amendment 60**  
**Kai Tegethoff**  
on behalf of the Greens/EFA Group

**Draft opinion**  
**Paragraph 11 a (new)**

*Draft opinion*

*Amendment*

*11 a. Highlights the need to increase the attractiveness of the transport sector and address the ageing, women's representation and the shortages in the labour force while improving working conditions.*

Or. en