

**FINAL VOTING LIST - Short version****Guidelines for the 2023 Budget – Section III****Rapporteur: Vlad Gheorghe**

Concerned text	AM	Tabled by	Remarks	Rapp	Vote
Paragraph 1	<b>CA 3</b>	EPP, S&D, Renew, Greens, ECR, Left	<b>If adopted, 12, 14, 15 and 37 fall</b>	+	
Paragraph 2	<b>CA 4</b>	EPP, S&D, Renew, Greens, ECR, Left	<b>If adopted, 16, 17, 18, 19 and 20 fall</b>	+	
Paragraph 3, 3a, 3b, 3c, 3d, 4, 4a	<b>CA 5</b>	EPP, S&D, Renew, ECR	<b>If adopted, 21, 23, 22, 26, 27, 29, 28, 32 and 51 fall</b>	+	
Paragraph 3 a (new)	24	Cuffe		-	
Paragraph 3 a (new)	25	Furore, Ferrara		-	
Paragraph 5, 5a, 5b, 6	<b>CA 6</b>	EPP, S&D, Renew, Greens, ECR, Left	<b>If adopted, 30, 31, 33, 34, 35, 36 and 38 fall</b>	+	
Paragraph 6 a (new)	39	Cuffe		+	
Paragraph 7, 7a	<b>CA 7</b>	EPP, S&D, Renew, Greens, ECR, Left	<b>If adopted, 40, 41, 42 and 50 fall</b>	+	
Paragraph 8, 8a, 8b, 8c	<b>CA 8</b>	EPP, S&D, Renew, Greens, ECR, Left	<b>If adopted, 45, 47, 43, 44, 46, 48, 57, 58, 59, 60 and 61 fall</b>	+	
Paragraph 8 a (new)	49	Rookmaker		+	
Paragraph 9, 9a, 10, 10a	<b>CA 9</b>	EPP, S&D, Renew, Greens, ECR	<b>If adopted, 13, 52, 53, 54, 56, 55 and 62 fall</b>	+	
Recital A	1	Cuffe		-	
Recital A a (new)	2	Cuffe		-	
Recital B, C	<b>CA 1</b>	EPP, S&D, Renew, Greens, ECR, Left	<b>If adopted, 3, 4, 5, 6 and 7 fall</b>	+	
Recital D, Da	<b>CA 2</b>	EPP, S&D, Renew, Greens, ECR, Left	<b>If adopted, 8, 9 and 10 fall</b>	+	
Recital E a (new)	11	Cuffe		-	

## Compromise Amendments

**COMPROMISE AMENDMENT 1 (the following AM are covered or fall: 3, 4, 5, 6 and 7)**

**Recital B, C**

*Draft opinion*

B. whereas transport will be key to achieving climate neutrality by 2050; whereas sufficient investment is needed to accelerate the shift to sustainable and smart mobility in line with the goals of the European Green Deal;

C. whereas the Union has to make sustainable transport a reality while ensuring the functioning of the internal market and the competitiveness of the EU worldwide; whereas the transport sector is one of the largest employers in Europe and the challenges it faces should be tackled in such a way as to deliver benefits for job creation and improve the conditions of workers, notably their safety;

*Proposed compromise*

B. whereas ***making*** transport ***sustainable*** will be key to achieving climate neutrality by 2050 ***and the intermediate targets established in the European Climate Law***; whereas sufficient ***and targeted*** investment is needed to accelerate the shift to sustainable and smart mobility, in line with the goals of the European Green Deal;

C. whereas the Union has to make sustainable transport a reality while ensuring the functioning of the internal market and the competitiveness of the EU worldwide; whereas the transport sector is one of the largest employers in Europe and the challenges it faces should be tackled in such a way as to deliver benefits for ***the creation of well-paid jobs, ensure fairness and that no one is left behind*** and improve the ***working conditions and safety of transport*** workers; ***whereas further efforts need to be made to make the profession of transport workers more attractive***;

## COMPROMISE AMENDMENT 2 (the following AM are covered or fall: 8, 9 and 10)

### Recital D, Da

#### *Draft opinion*

D. whereas tourism, which directly or indirectly employs some 27 million workers, is an essential sector for the EU economy and its fourth-largest export industry, and plays an important role for the EU economy, competitiveness, employment and the promotion of social well-being;

#### *Proposed compromise*

D. whereas tourism, which directly or indirectly employs some 27 million workers, is an essential sector for the EU economy and its fourth-largest export industry, and plays an important role for the EU economy, competitiveness, employment and the promotion of social well-being; ***whereas a continued and swift shift towards more sustainable, quality and unseasonal tourism models is required; whereas many enterprises in the sector are SMEs and family-owned with difficult access to bank loans and the financial markets;***

***Da. whereas the economic activity and social cohesion of many EU regions depends heavily on tourism and these regions have therefore been particularly severely hit by the COVID-19 pandemic;***

## COMPROMISE AMENDMENT 3 (the following AM are covered or fall: 12, 14, 15 and 37)

### Paragraph 1

#### *Draft opinion*

1. Welcomes the Commission's adoption of the Fit for 55 package in July 2021 and the upcoming negotiations that will help to deliver the sustainable and smart mobility strategy; reiterates the need for sufficient funding for the strategy's ***priorities***, in particular the

#### *Proposed compromise*

1. Welcomes the Commission's adoption of the Fit for 55 package in July 2021 and the upcoming negotiations that will help to deliver the sustainable and smart mobility strategy ***and ensure a just transition towards the goal of climate neutrality by 2050;*** reiterates

reduction of carbon emissions, connected and automated multimodal mobility, and enhanced transport safety and security;

*the need for sufficient funding for the strategy's **flagship projects, objectives and initiatives**, in particular the reduction of carbon emissions **and other negative externalities**, the production and deployment of sustainable alternative fuels together with recharging points, the promotion of connected, **interoperable** and automated multimodal mobility, and enhanced transport safety and security; **reiterates that appropriate funding for transport projects will be instrumental in boosting the sector's recovery and accelerating the shift to sustainable and smart mobility;***

#### COMPROMISE AMENDMENT 4 (the following AM are covered or fall: 16, 17, 18, 19 and 20)

##### Paragraph 2

###### *Draft opinion*

2. Reiterates that the digital and green transition should be just, inclusive and non-discriminatory in order to ensure that the workforce, business, and small and medium-sized enterprises (SMEs) in the transport sector can adjust to this transition, and to support the regions and communities most affected by working together with local authorities and sharing best practices; considers it important to allocate proper funding for this adjustment process, as well as for training and for equipping the sector's workforce with new expertise and skills for future job prospects and needs;

###### *Proposed compromise*

2. Reiterates that the digital and green transition should be just, inclusive and non-discriminatory in order to ensure that the workforce, business, and small and medium-sized enterprises (SMEs) in the transport **and tourism** sectors can adjust ***in a timely manner*** to this transition, to support the regions and communities most affected by working together with local authorities and sharing best practices, and ***to ensure that the mobility needs of the most vulnerable will be met***; considers it important to allocate proper funding for this adjustment process, as well as for training and for equipping the sector's workforce with new expertise and skills for future job prospects and needs; ***highlights the latter will help to***

*increase the attractiveness of the transport sector and address the ageing of the workforce, the increase of women representation in this sector and the shortages of labour force; points out the need to further include women in the different areas of the transport sector workforce and management;*

**COMPROMISE AMENDMENT 5 (the following AM are covered or fall: 21, 22, 23, 26, 27, 28, 29, 32, 37 and 51)**

**Paragraph 3, 3a, 3b, 3c, 3d, 4, 4a**

*Draft opinion*

3. Reiterates the crucial role of the Connecting Europe Facility (CEF) in fostering the development of a high-performance Trans-European Transport Network (TEN-T) that is sustainable, safe, multimodal, interoperable and interconnected across transport, energy and digital services infrastructure; reiterates that appropriate funding for transport projects will be instrumental in boosting the sector's recovery and accelerating the shift to sustainable and smart mobility; regrets, in this regard, the reduction of CEF transport commitment appropriations in 2022 when compared with 2021 and the previous multiannual financial framework;

*Proposed compromise*

3. Reiterates the crucial role of the Connecting Europe Facility (CEF) in fostering the development ***and timely completion*** of a high-performance Trans-European Transport Network (TEN-T) that is sustainable, safe, multimodal, interoperable and interconnected across transport, energy and digital services infrastructure; reiterates that appropriate funding for transport projects, ***including those contributing to achieving the 60% climate spending target in CEF and in line with the priorities of the European Green Deal,*** will be instrumental in boosting the sector's recovery and accelerating the shift to sustainable and smart mobility; regrets, in this regard, the reduction of CEF transport commitment appropriations in 2022 when compared with 2021 and the previous multiannual financial framework; ***recalls the importance of presenting calls that can specifically benefit outermost regions to address the digital and green transitions;***

***3 a. Calls on the Commission and Member States to ensure an articulate and complementary approach for the use of the available funds ( CEF, RRF, ERDF, Cohesion Fund, InvestEU) to maximise their effect on recovery while ensuring adequate long-term funding of EU projects, as well as the timely implementation of the TEN-T;***

***3 b. Welcomes the Commission proposal for a revision of the TEN-T policy, which aims at making the TEN-T network fit for the future and to further align the development of the TEN-T network to the completion of the single market, the creation of a Single European Transport Area, the European Green Deal objectives and the climate targets of the EU Climate Law;***

***3 c. Calls on the Commission to conduct the necessary impact assessments and cost-benefit analysis, including life cycle assessments when drawing up its new legislation concerning the decarbonisation of all modes of transport; highlights that decarbonisation efforts should not lead to a substantial increase in the cost of transport for passengers;***

***3 d. Calls on the Commission to swiftly deliver a Multimodal package for ensuring an integrated approach of transport policies;***

4. Notes that the slight increase in the Cohesion Fund contribution to the CEF for transport in 2022 is insufficient to compensate for the reduction in 2021; requests that this contribution be further increased in the 2023 budget to reflect

CEF for transport in 2022 is insufficient to compensate for the reduction in 2021; requests that this contribution be further increased in the 2023 budget to reflect the crucial role played by EU transport and tourism policy in enhancing territorial, social and economic cohesion;

the crucial role played by EU transport and tourism policy in enhancing territorial, social and economic cohesion; ***calls for a clear calendar for further actions to achieve the full completion of the TEN-T within the agreed deadlines that will facilitate cross-border connections, stimulate economic growth, social and territorial cohesion in Europe, foster transport safety and create jobs;***

***4 a. Notes, despite the drastic reduction of its ambitions in the MFF negotiations, the slight increase in the military mobility budget in 2022 which aims to adapt parts of the TEN-T networks for a dual use of the transport infrastructure with a view to improving both civilian and military mobility;***

**COMPROMISE AMENDMENT 6 (the following AM are covered or fall: 30, 31, 33, 34, 35, 36 and 38)**

**Paragraphs 5, 5a, 5b, 6**

*Draft opinion*

5. Welcomes the increase in financing for the InvestEU programme ***on*** 2021 given the programme's important role in fostering sustainable and safe infrastructure; stresses, however, that this increase was necessary to compensate for the considerable reduction in 2021 and calls for the programme to be funded properly in 2023;

*Proposed compromise*

5. Welcomes the increase in financing for the InvestEU programme ***in 2022 compared to*** 2021 given the programme's important role in fostering sustainable and safe infrastructure; stresses, however, that this increase was necessary to compensate for the considerable reduction in 2021 and calls for the programme to be funded properly in 2023;

***5a. Calls for increased research and investments in innovation and digitalisation, in order to support the deployment of innovative transport***

*solutions, modal shift, low-emission mobility solutions and sustainable alternative fuels;*

*5 b. Recalls the importance of transparency of EU funding in the transport sector; recalls that public investment in infrastructure is particularly sensitive to fraud; stresses the importance of guaranteeing a transparent and competitive tendering process for large-scale transport infrastructure projects financed by the EU; considers it essential to put in place adequate control mechanisms in terms of quality of materials and construction techniques, to prevent any compromise on safety;*

6. Welcomes the role of the Recovery and Resilience Facility and related national plans in stimulating the recovery in the transport and tourism sectors while advancing the Union's priorities; calls on the Commission to support the Member States in implementing the relevant projects, including with expertise and technical assistance;

6. Welcomes the role of the Recovery and Resilience Facility and related national plans in stimulating the recovery in the transport and tourism sectors while advancing the Union's priorities *of a green and digital transition*; calls on the Commission to support the Member States in implementing the relevant projects, including with expertise and technical assistance *with special attention for cross-border projects*; *calls on the Commission and Member States to ensure that the tourism sector receives a proper share of assistance from the RRF*;

**COMPROMISE AMENDMENT 7 (the following AM are covered or fall: 40, 41, 42 and 50)**

**Paragraph 7, 7a**

*Draft opinion*

*Proposed compromise*

7. Calls on the Commission to take

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all the necessary action and mobilise sufficient funding to reinforce transport safety and security, in particular improving the maintenance of infrastructure, rolling out safe and secure parking areas, better integrating road safety into the guidelines for the sustainable urban mobility plans, and issuing recommendations on speed limits in residential areas;

*all the necessary action and mobilise sufficient funding to reinforce transport safety and security, in particular improving the maintenance of infrastructure **with a particular emphasis on vulnerable road users**, rolling out safe and secure parking areas **in on-highway and off-highway areas**, better integrating road safety into the guidelines for the sustainable urban mobility plans, issuing recommendations on road safety in residential areas and taking into account upcoming mobility developments such as drones; calls on the Commission to regularly scrutinize the progress of the Member States in this regard and to provide technical assistance at the request of relevant authorities;*

*7 a. Stresses that Member States should facilitate additional investment into the infrastructure works and the deployment of safe and secure parking areas, i.a. by reducing bureaucratic burdens and the time required for administrative procedures;*

**COMPROMISE AMENDMENT 8 (the following AM are covered or fall: 43, 44, 45, 46, 47, 48, 57, 58, 59, 60 and 61)**

**Paragraph 8, 8a, 8b, 8c**

*Draft opinion*

8. Takes note of the funding possibilities available to the tourism sector and the increase in support for tourism SMEs in the 2022 budget; reiterates, however, its urgent and repeated request for the creation of a specific EU programme on sustainable tourism and a dedicated budget line to

*Proposed compromise*

8. Takes note of the **EU** funding possibilities available to **the** tourism **ecosystem (SMEs, microenterprises, workers)** and the increase in support for tourism SMEs in the 2022 budget; reiterates, however, its urgent and repeated request for the creation of a specific EU programme on sustainable

reflect the importance and needs of the sector;

tourism and a dedicated budget line to reflect the importance and needs of the sector; *recalls the request made by the European Parliament to set up a European Agency for Tourism;*

*8 a. Calls therefore on the Commission to take all the necessary action and mobilise sufficient funding within the 2023 budget for the swift development of a roadmap for sustainable tourism ; stresses that diversifying the offer and boosting cooperation can contribute to attracting a wider range of tourist and increase market share while reducing the climate and environmental footprint of the sector; highlights the attractiveness of pan-European touristic products and services such as transnational itineraries; calls for additional support to the digital transition as a building block to a resilient tourism sector and EU economy;*

*8 b. (1) Notes that despite the intensified Commission efforts to facilitate EU funding for the tourism sector, enterprises face serious difficulties in accessing EU funding; reiterates calls on the Commission to create an EU mechanism to monitor the provision of support to micro enterprises and SMEs, to facilitate their modernisation and the implementation of innovative and sustainable projects, while ensuring transparency, accountability and administrative simplification;*

*8.c (2) Notes that sustainable tourism should take account of current and future economic, social and environmental impacts of the tourism and travel sectors, addressing the needs of visitors, the industry, the*

*environment and local communities; highlights the need to devise sustainable and flexible solutions for multimodal transport and to develop policies for preserving natural heritage and biodiversity, respecting the sociocultural authenticity of host communities, ensuring sustainability and delivering socio-economic benefits to all stakeholders such as local, high quality, permanent jobs within the sector;*

**COMPROMISE AMENDMENT 9 (the following AM are covered or fall: 13, 52, 53, 54, 55, 56 and 62)**

**Paragraph 9, 9 a, 10, 10 a**

*Draft opinion*

9. Requests that the funding for European transport agencies and joint undertakings match their level of responsibility; stresses the particular need to increase the budget of the EU Agency for Railways in order to provide it with the necessary means to act as an efficient authority, with particular regard to the implementation of the fourth railway package, and to provide additional support for TEN-T completion objectives, notably the European Rail Traffic Management System and cross-border sections; recalls, in addition, the role of the EU Agency for Railways in working to achieve a lasting shift from road to rail together with the Shift2Rail joint undertaking; commends the guidance issued to the aviation sector by the EU Aviation Safety Agency throughout the COVID-19 crisis; commends the fact that the Single European Sky Air Traffic Management Research (SESAR) and

*Proposed compromise*

9. Requests that the funding for European transport agencies and joint undertakings match their level of responsibility; stresses the particular need to increase the budget of the EU Agency for Railways in order to provide it with the necessary means to act as an efficient authority, with particular regard to the implementation of the fourth railway package, and to provide additional support for TEN-T completion objectives, notably the European Rail Traffic Management System and cross-border sections; recalls, in addition, the role of the EU Agency for Railways in working to achieve a lasting shift from road to rail together with the Shift2Rail joint undertaking; commends the guidance issued to the aviation sector by the EU Aviation Safety Agency throughout the COVID-19 crisis ***and calls for the right level of resources for the Agency in view of its responsibilities*** ; commends

Clean Sky 2 joint undertakings were able to maintain their level of ambition in spite of the circumstances; reiterates the role that a better resourced European Maritime Safety Agency could play in supporting Member States in mitigating shipping-related environmental risks and improving the sustainability of the maritime sector;

the fact that the Single European Sky Air Traffic Management Research (SESAR) and Clean Sky 2 joint undertakings were able to maintain their level of ambition in spite of the circumstances; reiterates the role that a better resourced European Maritime Safety Agency could play in supporting Member States in mitigating shipping-related environmental risks, *particularly GHG emissions and heavy marine pollution, improving the sustainability of the maritime sector and contributing to the overall efficiency of maritime traffic and maritime transport, so as to facilitate the establishment of a European Maritime Transport Space without barriers ;*

*9 a. Reiterates that EASA, classified as a “European Strategic Investment” agency, received in 2018 significant new core tasks with regard to cybersecurity in aviation, drones and urban air mobility, environmental protection, research and development, international cooperation; calls, therefore, for an adequate budget of the Agency; underlines its role of the Agency in the Green Deal through its work to reduce the environmental impact of aviation, among others through the development of new CO2 standards, the monitoring of Environmental Fraud prevention, the concept of an EcoLabel programme and of LifeCycle, reducing the non-CO2 effects of aviation, and the promotion of the use of duly certified Sustainable Aviation Fuels (SAF), as well as the green renewal of airlines' fleets;*

10. Salutes the establishment of the Clean Aviation, Europe's Rail and

10. Salutes the establishment of the Clean Aviation, Europe's Rail and SESAR 3 joint undertakings and the

SESAR 3 joint undertakings and the Clean Hydrogen partnership; calls for these endeavours to be properly funded to enable them to fulfil their role in boosting innovation and research and improving the performance, safety and sustainability of the transport sector.

Clean Hydrogen partnership; calls for these endeavours to be properly funded to enable them to fulfil their role in boosting innovation and research and improving the performance, safety and sustainability of the transport sector; *points out that EU financing programmes such as Horizon Europe could play a key role in promoting partnerships with EU countries, the private sector, foundations and other stakeholders; welcomes in that regard the increase in the budget of the Horizon Europe research programme in 2022 and calls on the Commission to maintain a high level of funding in 2023;*

*10 a. Reiterates the need to reflect on ways to promote sustainable modes of transport including through budgetary incentives taking into consideration the example of the initiative of the European Year of Rail 2021; asks the Commission to encourage synergies between the European Year of Youth 2022 and the DiscoverEU initiative in order to promote sustainable and smart mobility among youngsters;*