



**2024/0176(BUD)**

28.8.2024

# **BUDGET AMENDMENTS**

2025 Budget  
(2024/0176(BUD))

Committee on Transport and Tourism

Rapporteur: Gheorghe Falcă

AB

**Draft amendment 5550**

=== TRAN/5550 ===

Tabled by Gheorghe Falcă, rapporteur, Committee on Transport and Tourism

## SECTION III — COMMISSION

**Item 01 02 02 50** — Cluster ‘Climate, Energy and Mobility’**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 50	1 309 842 641	942 153 278	1 071 810 007	775 474 477	1 035 411 294	763 341 572	253 431 347	178 811 706	1 288 842 641	942 153 278
Reserve										
Total	1 309 842 641	942 153 278	1 071 810 007	775 474 477	1 035 411 294	763 341 572	253 431 347	178 811 706	1 288 842 641	942 153 278

**Justification:**

Restore payments to the levels of Budget 2024.

**Draft amendment 5552**

=== TRAN/5552 ===

Tabled by Johan Danielsson, Sérgio Gonçalves, Alicia Homs Ginel, Rosa María Serrano Sierra, Committee on Transport and Tourism

## SECTION III — COMMISSION

**Item 01 02 02 50** — Cluster ‘Climate, Energy and Mobility’**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 50	1 309 842 641	942 153 278	1 071 810 007	775 474 477	1 035 411 294	763 341 572	214 588 706	136 658 428	1 250 000 000	900 000 000
Reserve										
Total	1 309 842 641	942 153 278	1 071 810 007	775 474 477	1 035 411 294	763 341 572	214 588 706	136 658 428	1 250 000 000	900 000 000

**Justification:**

In line with the EP position during the negotiations on Horizon EU 2021-2027.

**Draft amendment 5551**

=== TRAN/5551 ===

Tabled by Jan-Christoph Oetjen, Urmas Paet, Benoit Cassart, Committee on Transport and Tourism

## SECTION III — COMMISSION

**Item 01 02 02 50** — Cluster ‘Climate, Energy and Mobility’**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 50	1 309 842 641	942 153 278	1 071 810 007	775 474 477	1 035 411 294	763 341 572	36 398 713	12 132 905	1 071 810 007	775 474 477
Reserve										
Total	1 309 842 641	942 153 278	1 071 810 007	775 474 477	1 035 411 294	763 341 572	36 398 713	12 132 905	1 071 810 007	775 474 477

**Justification:**

Restore Draft Budget (DB).

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**Draft amendment 5553**

==== TRAN/5553 ====

Tabled by Kai Tegethoff, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Item 01 02 02 50** — Cluster ‘Climate, Energy and Mobility’

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 50	1 309 842 641	942 153 278	1 071 810 007	775 474 477	1 035 411 294	763 341 572	304 351 214	206 001 524	1 339 762 508	969 343 096
Reserve										
Total	1 309 842 641	942 153 278	1 071 810 007	775 474 477	1 035 411 294	763 341 572	304 351 214	206 001 524	1 339 762 508	969 343 096

**Justification:**

The 2024 commitments for this budget line (cluster 'Climate, Energy and Mobility') were EUR 1,31 bln. Therefore, we aim at keeping a similar level, not accepting the nearly 25% decrease envisaged by the Commission (and even further by the Council).

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**Draft amendment 5554**

==== TRAN/5554 ====

Tabled by Gheorghe Falcă, rapporteur, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Item 01 02 02 51** — Cluster ‘Climate, Energy and Mobility’ — Single European Sky ATM Research 3 Joint Undertaking

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 51	91 088 542	80 381 002	87 689 782	90 587 212	84 711 833	89 594 562	6 376 709	992 650	91 088 542	90 587 212
Reserve										
Total	91 088 542	80 381 002	87 689 782	90 587 212	84 711 833	89 594 562	6 376 709	992 650	91 088 542	90 587 212

**Justification:**

Restore commitments from the COM proposal on DB 2024. This JU is key to reducing CO2 emissions per passenger and increasing efficiency of the air transport.

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**Draft amendment 5556**

==== TRAN/5556 ====

Tabled by Rosa María Serrano Sierra, Johan Danielsson, Sérgio Gonçalves, Alicia Homs Ginel, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Item 01 02 02 51** — Cluster ‘Climate, Energy and Mobility’ — Single European Sky ATM Research 3 Joint Undertaking

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 51	91 088 542	80 381 002	87 689 782	90 587 212	84 711 833	89 594 562	2 977 949	992 650	87 689 782	90 587 212
Reserve										
Total	91 088 542	80 381 002	87 689 782	90 587 212	84 711 833	89 594 562	2 977 949	992 650	87 689 782	90 587 212

**Justification:**

SESAR 3 Joint undertaking is a catalyst for speeding up the transition towards a green, climate-neutral and digital Europe, and for making European industry more resilient and competitive. In consequence, the budget should be restored.

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**Draft amendment 5555**

==== TRAN/5555 ====

Tabled by Benoit Cassart, Jan-Christoph Oetjen, Urmas Paet, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Item 01 02 02 51** — Cluster ‘Climate, Energy and Mobility’ — Single European Sky ATM Research 3 Joint Undertaking

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 51	91 088 542	80 381 002	87 689 782	90 587 212	84 711 833	89 594 562	2 977 949	992 650	87 689 782	90 587 212
Reserve										
Total	91 088 542	80 381 002	87 689 782	90 587 212	84 711 833	89 594 562	2 977 949	992 650	87 689 782	90 587 212

**Justification:**

Restore Draft Budget (DB).

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**Draft amendment 5558**

==== TRAN/5558 ====

Tabled by Rosa María Serrano Sierra, Sérgio Gonçalves, Johan Danielsson, Alicia Homs Ginel, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Item 01 02 02 52** — Cluster ‘Climate, Energy and Mobility’ — Clean Aviation Joint Undertaking

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 52	148 885 217	22 611 527	403 415 384	342 789 895	389 715 381	338 223 227	13 700 003	4 566 668	403 415 384	342 789 895
Reserve										
Total	148 885 217	22 611 527	403 415 384	342 789 895	389 715 381	338 223 227	13 700 003	4 566 668	403 415 384	342 789 895

**Justification:**

Clean Aviation Joint Undertaking (CAJU) is crucial for the transition towards a more sustainable aviation model. CAJU's work is key to cutting CO2 emissions, reducing noise pollution and improving industrial competitiveness in Europe. Therefore, the budget should be restored.

**Draft amendment 5557**

=== TRAN/5557 ===

Tabled by Jan-Christoph Oetjen, Urmas Paet, Benoit Cassart, Committee on Transport and Tourism

SECTION III — COMMISSION

**Item 01 02 02 52** — Cluster ‘Climate, Energy and Mobility’ — Clean Aviation Joint Undertaking

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 52	148 885 217	22 611 527	403 415 384	342 789 895	389 715 381	338 223 227	13 700 003	4 566 668	403 415 384	342 789 895
Reserve										
Total	148 885 217	22 611 527	403 415 384	342 789 895	389 715 381	338 223 227	13 700 003	4 566 668	403 415 384	342 789 895

**Justification:**

Restore Draft Budget (DB).

**Draft amendment 5559**

=== TRAN/5559 ===

Tabled by Kai Tegethoff, Committee on Transport and Tourism

SECTION III — COMMISSION

**Item 01 02 02 52** — Cluster ‘Climate, Energy and Mobility’ — Clean Aviation Joint Undertaking

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 52	148 885 217	22 611 527	403 415 384	342 789 895	389 715 381	338 223 227	-188 007 689	-166 828 280	201 707 692	171 394 947
Reserve										
Total	148 885 217	22 611 527	403 415 384	342 789 895	389 715 381	338 223 227	-188 007 689	-166 828 280	201 707 692	171 394 947

**Justification:**

Not being aware of the concrete reason why the budget for this Joint Undertaking is suddenly more than doubled compared to the previous year (2024), we suggest bringing it down to more rational levels, also taking into account that Europe's Rail JU keeps being notably underfunded compared to aviation. The proposed amount for Clean Aviation JU would only increase this gap disproportionately, whereas the Sustainable and Smart Mobility Strategy has modal shift as a core goal.

**Draft amendment 5560**

=== TRAN/5560 ===

Tabled by Gheorghe Falcă, rapporteur, Committee on Transport and Tourism

SECTION III — COMMISSION

**Item 01 02 02 53** — Cluster ‘Climate, Energy and Mobility’ — Europe's Rail Joint Undertaking

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 53	103 994 557	70 949 557	87 888 739	30 905 930	84 904 034	29 911 029	19 090 523	41 038 528	103 994 557	70 949 557
Reserve										
Total	103 994 557	70 949 557	87 888 739	30 905 930	84 904 034	29 911 029	19 090 523	41 038 528	103 994 557	70 949 557

**Justification:**

Restore commitments and payments from the COM proposal on DB 2024. Major importance of this JU in shifting further passenger and cargo transport from road to rail as well as in removing cross-border bottlenecks and inefficiencies.

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**Draft amendment 5562**

=== TRAN/5562 ===

Tabled by Rosa María Serrano Sierra, Johan Danielsson, Sérgio Gonçalves, Alicia Homs Ginel, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Item 01 02 02 53** — Cluster ‘Climate, Energy and Mobility’ — Europe's Rail Joint Undertaking

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 53	103 994 557	70 949 557	87 888 739	30 905 930	84 904 034	29 911 029	37 095 966	31 088 971	122 000 000	61 000 000
Reserve										
Total	103 994 557	70 949 557	87 888 739	30 905 930	84 904 034	29 911 029	37 095 966	31 088 971	122 000 000	61 000 000

**Justification:**

In order to provide enough funding for projects of the Europe's Rail Joint Undertaking (EU-Rail), which is crucial for shifting to rail and contributing to a more sustainable mobility model in line with the Green Deal. EU-Rail aims to deliver a high-capacity integrated European railway network for passengers and freight by eliminating barriers to interoperability, improving performance and capacity and contributing to a more competitive EU rail supply industry.

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**Draft amendment 5561**

=== TRAN/5561 ===

Tabled by Benoit Cassart, Jan-Christoph Oetjen, Urmas Paet, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Item 01 02 02 53** — Cluster ‘Climate, Energy and Mobility’ — Europe's Rail Joint Undertaking

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 53	103 994 557	70 949 557	87 888 739	30 905 930	84 904 034	29 911 029	2 984 705	994 901	87 888 739	30 905 930
Reserve										
Total	103 994 557	70 949 557	87 888 739	30 905 930	84 904 034	29 911 029	2 984 705	994 901	87 888 739	30 905 930

**Justification:**

Restore Draft Budget (DB).

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**Draft amendment 5563**

=== TRAN/5563 ===

Tabled by Kai Tegethoff, Committee on Transport and Tourism

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## SECTION III — COMMISSION

**Item 01 02 02 53** — Cluster ‘Climate, Energy and Mobility’ — Europe's Rail Joint Undertaking**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 53	103 994 557	70 949 557	87 888 739	30 905 930	84 904 034	29 911 029	46 929 074	16 447 866	131 833 108	46 358 895
Reserve										
Total	103 994 557	70 949 557	87 888 739	30 905 930	84 904 034	29 911 029	46 929 074	16 447 866	131 833 108	46 358 895

**Justification:**

2024 commitments for this budget line (cluster 'Climate, Energy and Mobility' - Europe's Rail Joint Undertaking) were above EUR 100 mln. In a context where the Union needs to speedily shift towards rail as much as possible (with concrete targets in this regard envisaged for 2030 by the Sustainable and Smart Mobility Strategy) it would be unacceptable to go down from the figures envisaged by the Commission (and even further by the Council). Furthermore, to show a clear political signal, we should go beyond keeping a similar level and increase them at least by 25%.

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**Draft amendment 5565**

=== TRAN/5565 ===

Tabled by Johan Danielsson, Sérgio Gonçalves, Alicia Homs Ginel, Rosa María Serrano Sierra, Committee on Transport and Tourism

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## SECTION III — COMMISSION

**Item 01 02 02 54** — Cluster ‘Climate, Energy and Mobility’ — Clean Hydrogen Joint Undertaking**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 54	116 986 367	84 483 044	88 378 873	49 104 694	85 377 523	48 104 244	14 622 477	11 895 756	100 000 000	60 000 000
Reserve										
Total	116 986 367	84 483 044	88 378 873	49 104 694	85 377 523	48 104 244	14 622 477	11 895 756	100 000 000	60 000 000

**Justification:**

As ECA Special Report on hydrogen recognises, there are challenges in the hydrogen value chain that should be addressed. Proper funding of the Clean Hydrogen Joint Undertaking should accelerate the development and deployment of the EU value chain for safe and sustainable clean hydrogen technologies.

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**Draft amendment 5564**

=== TRAN/5564 ===

Tabled by Jan-Christoph Oetjen, Urmas Paet, Benoit Cassart, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Item 01 02 02 54** — Cluster ‘Climate, Energy and Mobility’ — Clean Hydrogen Joint Undertaking

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
01 02 02 54	116 986 367	84 483 044	88 378 873	49 104 694	85 377 523	48 104 244	3 001 350	1 000 450	88 378 873	49 104 694
Reserve										
Total	116 986 367	84 483 044	88 378 873	49 104 694	85 377 523	48 104 244	3 001 350	1 000 450	88 378 873	49 104 694

**Justification:**

Restore Draft Budget (DB).

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**Draft amendment 5566**

=== TRAN/5566 ===

Tabled by Gheorghe Falcă, rapporteur, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Article 02 03 01** — Connecting Europe Facility (CEF) — Transport

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
02 03 01	1 747 181 785	1 435 000 000	1 663 037 928	1 381 500 000	1 663 037 928	1 381 500 000	397 580 214		2 060 618 142	1 381 500 000
Reserve										
Total	1 747 181 785	1 435 000 000	1 663 037 928	1 381 500 000	1 663 037 928	1 381 500 000	397 580 214		2 060 618 142	1 381 500 000

**Justification:**

24% increase in commitments to reflect the cuts from 2023 and 2024, the massive investment needs for decarbonisation of transport and the sharp increase in construction and raw material prices weighing on new transport and infrastructure projects as well as on the completion of TEN-T and extension of corridors towards the partner countries in the Eastern Neighbourhood. In addition, to support the deployment of alternative fuels supply infrastructure, i.e. publicly accessible electric recharging pools and hydrogen refuelling stations along the EU's main transport corridors and hubs.

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**Draft amendment 5567**

=== TRAN/5567 ===

Tabled by Rosa María Serrano Sierra, Johan Danielsson, Sérgio Gonçalves, Alicia Homs Ginel, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Article 02 03 01** — Connecting Europe Facility (CEF) — Transport

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
02 03 01	1 747 181 785	1 435 000 000	1 663 037 928	1 381 500 000	1 663 037 928	1 381 500 000	211 962 072	212 500 000	1 875 000 000	1 594 000 000
Reserve										
Total	1 747 181 785	1 435 000 000	1 663 037 928	1 381 500 000	1 663 037 928	1 381 500 000	211 962 072	212 500 000	1 875 000 000	1 594 000 000

**Justification:**

CEF is the main instrument to finance infrastructure development along the transeuropean transport network (TEN-T), especially the cross-border connections and missing links. Given that a fully operational TEN-T is the backbone of the good functioning of the single market and taking into account the rising needs of the transport sector in terms of sustainability and innovation, an increase in the overall CEF budget is needed.

**Draft amendment 5568**

=== TRAN/5568 ===

Tabled by Kai Tegethoff, Committee on Transport and Tourism

SECTION III — COMMISSION

Article 02 03 01 — Connecting Europe Facility (CEF) — Transport

Amend figures as follows:

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
02 03 01	1 747 181 785	1 435 000 000	1 663 037 928	1 381 500 000	1 663 037 928	1 381 500 000	332 607 585	276 300 000	1 995 645 513	1 657 800 000
Reserve										
Total	1 747 181 785	1 435 000 000	1 663 037 928	1 381 500 000	1 663 037 928	1 381 500 000	332 607 585	276 300 000	1 995 645 513	1 657 800 000

**Justification:**

CEF is the main instrument to finance transport infrastructure development in the EU. The recent conclusion of the revision of the TEN-T guidelines regulation confirms the ambition to conclude the core network by 2030, encompassing important infrastructure projects. In the light of recent inflationary pressures that particularly affect infrastructure projects as well as the need to accelerate the green and digital transitions, it is necessary to increase the proposed amount for this budget line by at least a 20%, to ensure that no further delays to transport projects are experienced.

**Draft amendment 5569**

=== TRAN/5569 ===

Tabled by Gheorghe Falcă, rapporteur, Committee on Transport and Tourism

SECTION III — COMMISSION

Article 02 10 01 — European Union Aviation Safety Agency (EASA)

Amend figures as follows:

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
02 10 01	44 381 874	44 381 874	43 706 247	43 706 247	43 706 247	43 706 247	3 582 553	3 582 553	47 288 800	47 288 800
Reserve										
Total	44 381 874	44 381 874	43 706 247	43 706 247	43 706 247	43 706 247	3 582 553	3 582 553	47 288 800	47 288 800

**Justification:**

To provide the necessary resources to EASA in order to cover the new responsibilities, to ensure a level playing field for sustainable air transport (ReFuelEU Aviation) and to cover the expenses in relation to one additional post for EASA.

**Draft amendment 5570**

=== TRAN/5570 ===

Tabled by Johan Danielsson, Sérgio Gonçalves, Alicia Homs Ginel, Rosa María Serrano Sierra, Committee on Transport and Tourism

SECTION III — COMMISSION

**Article 02 10 01** — European Union Aviation Safety Agency (EASA)

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
02 10 01	44 381 874	44 381 874	43 706 247	43 706 247	43 706 247	43 706 247	10 293 753	10 293 753	54 000 000	54 000 000
Reserve										
Total	44 381 874	44 381 874	43 706 247	43 706 247	43 706 247	43 706 247	10 293 753	10 293 753	54 000 000	54 000 000

**Justification:**

To cover the new responsibilities after the recent agreement on the Single Sky reform (SES 2+) and EASA basic regulation. Proper funding of EASA is crucial to promote and achieve the highest common standards of safety and environmental protection in civil aviation.

**Draft amendment 5572**

=== TRAN/5572 ===

Tabled by Rosa María Serrano Sierra, Johan Danielsson, Sérgio Gonçalves, Alicia Homs Ginel, Committee on Transport and Tourism

SECTION III — COMMISSION

**Article 02 10 02** — European Maritime Safety Agency (EMSA)

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
02 10 02	88 999 498	88 999 498	97 974 923	97 974 923	97 974 923	97 974 923	12 749 077	12 749 077	110 724 000	110 724 000
Reserve			1 791 000	1 791 000	1 791 000	1 791 000			1 791 000	1 791 000
Total	88 999 498	88 999 498	99 765 923	99 765 923	99 765 923	99 765 923	12 749 077	12 749 077	112 515 000	112 515 000

**Justification:**

EMSA already performs functions not covered by its current budget. The recently agreed legislation of the Maritime Safety Package (port state control, ship-source pollution) will increase the responsibilities of the Agency, pending the interinstitutional negotiations on the new regulation strengthening the role of EMSA per se. Finally, the reinforcement of EMSA budget should not come at the expense of the CEF Transport envelope. Budget is calculated on the basis of BUDG Opinion on EMSA Regulation (2023) which foresaw an increase of EUR 51.000 mln. for the remaining period of the MFF.

**Draft amendment 5573**

=== TRAN/5573 ===

Tabled by Gheorghe Falcă, rapporteur, Committee on Transport and Tourism

SECTION III — COMMISSION

**Article 02 10 03** — European Union Agency for Railways (ERA)

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
02 10 03	28 564 091	28 564 091	29 107 659	29 107 659	29 107 659	29 107 659	2 312 841	2 312 841	31 420 500	31 420 500
Reserve										
Total	28 564 091	28 564 091	29 107 659	29 107 659	29 107 659	29 107 659	2 312 841	2 312 841	31 420 500	31 420 500

**Justification:**

Increased funding is needed at the height of the Agency's tasks, its strengthened oversight role in shifting further passenger and cargo transport from road to rail, removing cross-border bottlenecks and inefficiencies, implementing the 4th Railway package as well as providing additional support to the TEN-T completion objectives and to the implementation of the new Regulation on the use of the railway infrastructure capacity.

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**Draft amendment 5574**

=== TRAN/5574 ===

Tabled by Johan Danielsson, Sérgio Gonçalves, Alicia Homs Ginel, Rosa María Serrano Sierra, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Article 02 10 03** — European Union Agency for Railways (ERA)

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
02 10 03	28 564 091	28 564 091	29 107 659	29 107 659	29 107 659	29 107 659	3 892 341	3 892 341	33 000 000	33 000 000
Reserve										
Total	28 564 091	28 564 091	29 107 659	29 107 659	29 107 659	29 107 659	3 892 341	3 892 341	33 000 000	33 000 000

**Justification:**

The increase of the budget of ERA is needed to keep on developing common safety standards in the EU railway sector, accelerating interoperability to facilitate cross-border operations and the deployment of ERTMS. ERA can provide additional support to TEN-T completion objectives, particularly in cross-border sections, and could have a key role in initiatives such as the establishment of the Solidarity Lanes with Ukraine. The reinforcement of ERA budget should not come at the expense of the CEF Transport envelope.

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**Draft amendment 5575**

=== TRAN/5575 ===

Tabled by Kai Tegethoff, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Article 02 10 03** — European Union Agency for Railways (ERA)

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
02 10 03	28 564 091	28 564 091	29 107 659	29 107 659	29 107 659	29 107 659	14 553 829	14 553 829	43 661 488	43 661 488
Reserve										
Total	28 564 091	28 564 091	29 107 659	29 107 659	29 107 659	29 107 659	14 553 829	14 553 829	43 661 488	43 661 488

**Justification:**

ERA's budget is significantly lower than those of other agencies, at a time when the EU has set on increasing the share of passenger and freight rail as a key objective, with concrete targets for 2030 within its Sustainable and Smart Mobility Strategy. A number of severe accidents in the past years and the manifest absence of a proper incident reporting framework further justify increasing the Agency's budget, at least to a similar level as EASA, so that it can better monitor and enforce safety requirements and meet the upcoming regulatory obligations within the Rail Capacity Regulation.

**Draft amendment 5576**

=== TRAN/5576 ===

Tabled by Gheorghe Falcă, rapporteur, Committee on Transport and Tourism

SECTION III — COMMISSION

**Add: 03 20 04**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
03 20 04							42 857 000	42 857 000	42 857 000	42 857 000
Reserve										
Total							42 857 000	42 857 000	42 857 000	42 857 000

**Heading:**

*Sustainable Tourism*

**Remarks:**

Add following text:

*The tourism sector and businesses are among those that have been hardest hit by the successive crises, such as Russia’s illegal and unjustified war against Ukraine and the COVID-19 pandemic, which require a coordinated response at EU level, backed by adequate budgetary means. Tourism is an important sector for the EU economy and has the potential to enhance the quality of jobs in the sector, especially in certain regions, wherefore the modernisation of the sector is crucial.*

**Justification:**

Calls for the dedicated EU funding for tourism and for its funding to reflect the needs and importance of the sector in order to create high-quality job opportunities and take into account the current and future economic, social and environmental impacts of the tourism and travel sectors. Its recovery and modernisation in view of green and digital transition is key for the proper functioning of the EU internal market.

**Draft amendment 5577**

=== TRAN/5577 ===

Tabled by Sérgio Gonçalves, Alicia Homs Ginel, Johan Danielsson, Rosa María Serrano Sierra, Daniel Attard, Committee on Transport and Tourism

SECTION III — COMMISSION

**Add: 03 20 04**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
03 20 04							42 857 000	42 857 000	42 857 000	42 857 000
Reserve										
Total							42 857 000	42 857 000	42 857 000	42 857 000

## Heading:

*Sustainable Tourism*

## Remarks:

Add following text:

*Dedicated budget line for tourism that reflects the importance of the tourism sector in the EU economy - as already recognised in the EC's New Industrial Strategy, where tourism is identified as one of the main EU industrial ecosystems. The amount proposed is in line with the European Parliament's request for EUR 300 mln. during MFF 2021-2027 period.*

## Justification:

Tourism sector plays an essential role for the economy, competitiveness, employment and promotion of social well-being in the EU. However, tourism was among the sectors hardest hit by the COVID-19 crisis, showing the common challenges that Member States encountered. A specific EU programme and budget is needed to transform the sector into a more sustainable tourism model, adapt it to climate change, make it more resilient to future crises and address the upcoming opportunities at an EU level.

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## Draft amendment 5584

==== TRAN/5584 ====

Tabled by Johan Danielsson, Sérgio Gonçalves, Alicia Homs Ginel, Rosa María Serrano Sierra, Committee on Transport and Tourism

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## SECTION III — COMMISSION

### Article 05 02 04 — Just Transition Fund (JTF) — Contribution from the ERDF

#### Amend figures as follows:

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
05 02 04	76 694 280	p.m.	78 230 806	p.m.	78 230 806	p.m.	10 269 194		88 500 000	p.m.
Reserve										
Total	76 694 280	p.m.	78 230 806	p.m.	78 230 806	p.m.	10 269 194		88 500 000	p.m.

## Justification:

More funding is needed for the JTF to ensure that the transition towards a climate-neutral economy happens in a fair way, leaving no one behind. In the field of transport, the JTF invests in safe, sustainable and resilient transport infrastructure in the most affected territories, such as rural and sparsely populated areas, disadvantaged regions and environmentally vulnerable territories. It also supports the promotion of affordable and accessible mobility services for all passengers as well as the up- and re-skilling of workers in the transport sector.

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## Draft amendment 5585

==== TRAN/5585 ====

Tabled by Gheorghe Falcă, rapporteur, Committee on Transport and Tourism

SECTION III — COMMISSION

**Article 05 03 03** — Connecting Europe Facility (CEF) — Transport — Cohesion Fund (CF) allocation

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
05 03 03	1 599 526 756	1 204 500 000	1 660 965 113	881 000 000	1 660 965 113	881 000 000	119 634 887	25 000 000	1 780 600 000	906 000 000
Reserve										
Total	1 599 526 756	1 204 500 000	1 660 965 113	881 000 000	1 660 965 113	881 000 000	119 634 887	25 000 000	1 780 600 000	906 000 000

**Justification:**

Increase commitments in order to restore the 2020 Budget levels.

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**Draft amendment 5586**

=== TRAN/5586 ===

Tabled by Sérgio Gonçalves, Alicia Homs Ginel, Johan Danielsson, Rosa María Serrano Sierra, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Article 05 03 03** — Connecting Europe Facility (CEF) — Transport — Cohesion Fund (CF) allocation

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
05 03 03	1 599 526 756	1 204 500 000	1 660 965 113	881 000 000	1 660 965 113	881 000 000	99 034 887	19 000 000	1 760 000 000	900 000 000
Reserve										
Total	1 599 526 756	1 204 500 000	1 660 965 113	881 000 000	1 660 965 113	881 000 000	99 034 887	19 000 000	1 760 000 000	900 000 000

**Justification:**

Adequate funding is needed in order to reduce regional disparities, improve the access to high-quality infrastructures and support the completion of the TEN-T in Cohesion Fund beneficiary countries.

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**Draft amendment 5588**

=== TRAN/5588 ===

Tabled by Gheorghe Falcă, rapporteur, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Item 13 01 03 74** — European Climate, Infrastructure and Environment Executive Agency — Contribution from Connecting Europe Facility (Transport) for military mobility

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
13 01 03 74	955 000	955 000	1 015 558	1 015 558	1 015 558	1 015 558	10 155 780	10 155 780	11 171 338	11 171 338
Reserve										
Total	955 000	955 000	1 015 558	1 015 558	1 015 558	1 015 558	10 155 780	10 155 780	11 171 338	11 171 338

**Justification:**

In line with the Action Plan on Military Mobility 2.0 to adapt parts of the EU military network and TEN-T network to the requirements on higher dimensions and capacity for both civilian and defence purposes. In addition, to help the European armed forces to respond better, more rapidly and at a sufficient scale to crises erupting at the EU's external borders and beyond.

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**Draft amendment 5589**

===== TRAN/5589 =====

Tabled by Gheorghe Falcă, rapporteur, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Article 13 04 01 — Military mobility**

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
13 04 01	249 640 880	260 000 000	244 535 904	130 000 000	254 535 904	133 400 000	674 035 525	181 600 000	928 571 429	315 000 000
Reserve										
Total	249 640 880	260 000 000	244 535 904	130 000 000	254 535 904	133 400 000	674 035 525	181 600 000	928 571 429	315 000 000

**Justification:**

In order to restore the total budget to EUR 6.5 billion over 7 years, as initially foreseen.

Military mobility budget is more necessary than ever in the light of the current illegal and unjustified Russia's war of aggression against Ukraine and the massively increased security threats towards the Union.

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**Draft amendment 5590**

===== TRAN/5590 =====

Tabled by Rosa María Serrano Sierra, Johan Danielsson, Sérgio Gonçalves, Alicia Homs Ginel, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Article 13 04 01 — Military mobility**

**Amend figures as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
13 04 01	249 640 880	260 000 000	244 535 904	130 000 000	254 535 904	133 400 000	731 164 096	852 300 000	985 700 000	985 700 000
Reserve										
Total	249 640 880	260 000 000	244 535 904	130 000 000	254 535 904	133 400 000	731 164 096	852 300 000	985 700 000	985 700 000

**Justification:**

Military mobility budget aims to adapt parts of the TEN-T networks for the dual use of the transport infrastructure with a view to improving both civilian and military mobility. Following the drastic reduction compared to the Commission proposal - which proposed EUR 6,5 bln. for the whole period 2021-2027 - and the new geopolitical situation brought about by the war in Ukraine, it is crucial to restore the military mobility budget on the basis of the Commission's initial proposal, to adapt EU infrastructures for civil and defence reasons.

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**Draft amendment 5578**

===== TRAN/5578 =====

Tabled by Jens Gieseke, Dariusz Joński, Committee on Transport and Tourism

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## SECTION III — COMMISSION

### Item PA 02 24 02 — Preparatory action — Establishing book and claim system for SAF

#### Amend figures and remarks as follows:

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
PA 02 24 02	3 000 000	750 000	p.m.	p.m.	p.m.	p.m.	6 000 000	5 250 000	6 000 000	5 250 000
Reserve										
Total	3 000 000	750 000	p.m.	p.m.	p.m.	p.m.	6 000 000	5 250 000	6 000 000	5 250 000

#### Remarks:

Amend text as follows:

*The initially designed Preparatory Action (PA 02 24 02) aiming to establish book and claim system for aviation sector in the EU should continue further. Bearing in mind various business initiatives, it should well examine, whether IT architecture of book and claim should be based on a generic solution, extendable to cover additional sectors, with due regard to interoperability, in order to set up an internally secured, on time and reliable corporate tool at the disposal of the Commission and other business actors and to avoid possible market fragmentation or red tape. This appropriation is intended to cover commitments remaining to be settled from previous years under the preparatory action.*

Delete following text:

~~This preparatory action shall aim to establish a book and claim system for the aviation sector in the Union in order to facilitate the cost-effective distribution and broader use of sustainable aviation fuels (SAF) in the Union market by separating the purchase of SAF from its physical delivery and use. Creating transparent supply/demand signals within the book and claim system for different types of SAF as established under Regulation (EU) 2023/2405 of the European Parliament and of the Council of 18 October 2023 on ensuring a level playing field for sustainable air transport (ReFuelEU Aviation) (OJ L, 2023/2405, 31.10.2023, ELI: <http://data.europa.eu/eli/reg/2023/2405/oj>), would boost the SAF production market in a cost-effective way, with maximum environmental benefits, while preserving competitiveness of the European aviation sector and a level playing field for fuel suppliers and aircraft operators. The preparatory action has to focus on developing a system that combines environmental benefits with economic needs.~~

Amend text as follows:

*In addition, the ongoing Preparatory Action on book and claim system should also cover European maritime sector in order to increase the share and to facilitate the cost-effective distribution of renewable and low-carbon fuels in the fuel mix of the EU maritime transport by separating the purchase of such fuels from their physical delivery and use. There are important differences between maritime and aviation sectors, which has to be well reflected within the Preparatory Action. It should*~~The preparatory action shall be carried out in the following phases:~~

Add following text:

- *Analysing the existing legislative framework, including the relevant provisions under RED, EU ETS, AFIR and FuelEU maritime as well as any other relevant legislation in the EU, at IMO and in 3rd countries with main global bunkering hubs and those situated in green shipping corridors;*
- *Developing a sound framework for book and claim mechanisms, including for:*
  - *Sustainable fuel certification/credentials – to transfer sustainability certification/characteristics without actual transfer/use of molecules;*
  - *FuelEU pooling - a trading platform to facilitate sharing of the sustainable fuel credits between ships;*
  - *OPS green credentials – to trade green energy when using onshore power supply.*

- *Design of IT architecture of the book and claim system, with due regard to the existing Union Database, the solution designed for aviation (ongoing preparatory action) and possibly other sectoral solutions (including provision of green electricity in ports through book and claim by energy companies in the future), as well as its interoperability with other relevant databases and IT systems.*

Delete following text:

~~1. Analysis of the existing legislative framework, including the relevant provisions of Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (OJ L 328, 21.12.2018, p. 82), Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a system for greenhouse gas emission allowance trading within the Union and amending Council Directive 96/61/EC (OJ L 275, 25.10.2003, p. 32), Regulation (EU) 2023/2405 as well as any other relevant legislation. Such analysis should provide the basis of a well-functioning book and claim system at the Union level that:~~

- ~~– ensures compliance with Directive (EU) 2018/2001 and Regulation (EU) 2023/2405 as well as facilitates claiming under EU ETS due to a proper circulation of certificates issued for the parties involved on the basis of the proof of sustainability pursuant to Directive (EU) 2018/2001;~~
- ~~– follows a specific timeframe in line with the obligations under Regulation (EU) 2023/2405 compliance cycle of fuel suppliers pursuant to Directive (EU) 2018/2001 and the compliance cycle for the aircraft operators pursuant to Directive 2003/87/EC.~~

~~2. Design of the IT architecture of the book and claim system, with due regard to the existing Union Database under Directive 2009/28/EC. The system design should propose effective solutions to prevent irregularities and fraud as well as to address a potential risk of double counting.~~

~~3. Implementation of the developed book and claim system in selected Union airports, based on air traffic, potential SAF supply and demand, and with due regard to geographical balance in the Union, possibly including but not limited to Frankfurt am Main International Airport, Charles de Gaulle International Airport, Henri Coandă International Airport, Humberto Delgado Airport, Cristiano Ronaldo International Airport, Leonardo da Vinci International Airport, Warsaw Chopin Airport, Palma de Mallorca Airport and Stockholm Arlanda Airport. Such a trial implementation should best take effect along the first target set under Regulation (EU) 2023/2405.~~

**Justification:**

The ongoing preparatory action on book and claim system should facilitate establishing digital market for sustainable maritime and aviation fuels, resistant to fraud and double counting, providing for their cost-effective distribution and use in the EU by separating their purchase from physical delivery and use. The preparatory action requires additional funds due to its greater scope.

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**Draft amendment 5579**

=== TRAN/5579 ===

Tabled by Dariusz Joński, Elżbieta Katarzyna Łukacijewska, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Add: PA 02 25 01**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
PA 02 25 01							600 000	300 000	600 000	300 000
Reserve										
Total							600 000	300 000	600 000	300 000

**Heading:**

*Preparatory action — Empowering Truck Drivers - Revolutionizing European Logistics*

## Remarks:

Add following text:

### **Context/Problem:**

*There are 3 million truck drivers in Europe, moving 75% Europe's total freight volume carried by land. Despite multiple European regulations to improve industry standards and working conditions, including remuneration, the sector is not able to attract more professionals and it faces a critical shortage of truck drivers. With 380,000-425,000 unfilled positions in 2021 and an aging workforce, this shortage is projected to reach 745,000 by 2028. This shortage is attributed to difficult working conditions, long periods spent away from home, long waiting times at loading/unloading points, poor quality of parking areas, lack of resting facilities, no access or low quality of sanitary facilities on the road and at loading/unloading sites, and a negative industry image. In addition to this, the lack of professional recognition and respect to professional drivers combined with the weak career development opportunities and lack of support discourages young people (only 7% of truckers) and women (only 3,2% of trucker's population) from entering the sector. Current regulatory and soft measures to improve working conditions and address the shortage have proven insufficient, necessitating an innovative approach. Truck drivers can themselves contribute to improving their working conditions and job attractiveness if they are empowered to do so and are provided with the right tool.*

### **Solution:**

*The project aims to provide such empowering tool to truck drivers, in the form of a mobile app in which drivers would rate important points on their route, places where they do other work than driving, where they use various services or take a rest. The aim of creating such an app is to improve the working conditions and public perception of the trucking profession by leveraging driver feedback to rate and rank points of interest along trucking routes. To achieve this the app should be designed to incentivize positive change within the industry.*

*The rating could cover at least the following categories: (i) waiting time, (ii) accessibility and cleanliness of toilets for truckers, (iii) availability and cleanliness of showers for truckers, (iv) availability of parking for trucks, (v) staff friendliness, (vi) facilities for female truckers.*

*The app targets three user groups:*

- professional drivers - the primary users who register, provide ratings, and access detailed information of various points of interest (PoIs);*
- administrators of (PoIs) – those who manage PoI profiles, update information (e.g., opening hours, type of facilities, site maps, internal rules), and address negative feedback to improve their ranking;*
- other users – such as warehouse workers, dispatchers, and other industry stakeholders who can access general information and comment on ratings.*

*The app should have a user-friendly interface, including simple design, large icons, and multi-language support to cater to a diverse driver population. Rating system should be based on clear criteria with visual aids (e.g., sliders, icons) to facilitate quick and intuitive assessments. The app should integrate geolocation based on GPS data to suggest and verify PoI locations, simplifying the rating process. The app should also allow drivers to provide detailed feedback by adding written comments and uploading photos to illustrate their ratings. The app should enable future integration with telematics providers to optimize routes and enhance communication between drivers and PoI administrators. PoI profiles should be visible to drivers and industry stakeholders, displaying ratings and driver-generated content. High-ranked PoIs should benefit from increased visibility and potential economic advantages, creating a powerful motivation for businesses to improve their practices and attract more drivers.*

*Justification for funding:*

*The project requires an estimated €600,000 for development, maintenance and promotion offering significant return on investment by addressing a critical industry challenge. The basic version of the app could be developed, tested and deployed within 12 months.*

*The project presents a timely, impactful, and cost-effective solution. By empowering drivers and promoting transparency, this project has the potential to transform the road transport sector and ensure its sustainability.*

**Legal basis:**

Add following text:

*Preparatory action within the meaning of Article 58(2) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012 (OJ L 193, 30.7.2018, p. 1).*

**Justification:**

The app incentivizes Points of Interest to improve services and facilities by providing driver feedback, addressing a key driver shortage factor. Integration with logistics platforms aids dispatchers in choosing driver-friendly options, enhancing decision-making. Showcasing driver-friendly businesses shifts perceptions and attracts new talent to trucking. Additionally, the app empowers drivers to voice experiences, influence industry standards, and advocate for their needs.

**Draft amendment 5580**

=== TRAN/5580 ===

Tabled by Daniel Attard, Committee on Transport and Tourism

SECTION III — COMMISSION

**Item PA 03 24 03** — Preparatory action — Upskilling and reskilling the Tourism Ecosystem I Tourism Knowledge hub and Tourism Data Space

**Amend figures, heading and remarks as follows:**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
PA 03 24 03	1 000 000	250 000	p.m.	500 000	p.m.	500 000	1 600 000	1 250 000	1 600 000	1 750 000
Reserve										
Total	1 000 000	250 000	p.m.	500 000	p.m.	500 000	1 600 000	1 250 000	1 600 000	1 750 000

**Heading:**

Preparatory action — Upskilling and reskilling the Tourism Ecosystem ~~-Tourism~~ Tourism Knowledge hub and Tourism Data Space

**Remarks:**

Delete following text:

~~This appropriation is intended to cover commitments remaining to be settled from previous years under the preparatory action.~~

Amend text as follows:

The report on establishing ~~an EUa-Union~~ strategy for sustainable tourism adopted ~~in on~~ 24 March 2021 by the European Parliament asked for the implementation of ~~an EUa-Union~~ tourism data space, which was also mentioned in the Tourism Transition Pathways delivered by the Commission.

*By 2025, 90 per cent of people who are without formal education should be regular internet users. Nowadays, 67.8 per cent of people with low or no education use the internet less than once a week. Simultaneously, Members States and companies across Europe should have completed retraining of 20 per cent of the workforce, leaving only 32 per cent of workers in need of reskilling. Currently, an estimated 52 per cent of workers need some form of reskilling. Workers in a range of sectors, especially in tourism have*~~In line with the preparatory action, entitled ‘Tourism of Tomorrow Lab’ (PA 03 22 05), this preparatory action aims to support destination management organisations, SMEs and other tourism stakeholders in fully participating in the preparation of the tourism data space and the tourism knowledge hub by easing their access through the creation of multiple tools. This project also takes into consideration the Skills Partnership for the Tourism Ecosystem. This objective could be seen~~ *their jobs radically change in the past few years, and this was accelerated during the pandemic.*~~as a first phase for the future implementation of a European Agency for Tourism.~~

Add following text:

*This new proposal intends to be a continuation of the current preparatory action entitled ‘Upskilling and reskilling the Tourism Ecosystem’ (PA 03 24 03) tabled during the last budget exercise by the Tourism Task Force. Several results were achieved. The EU competence centre for data management D3Hub supports tourism destinations and their ecosystem (with special focus on SMEs) in their data-driven green and digital transition in order to increase collaboration and knowledge transfer between tourism stakeholders. Existing tools should be taken into account (such as the EU competence centre for data management D3Hub and for support of DMOs, the European Digital Innovation Hubs Network with its newly founded working group on tourism for the support of SMEs, and actions under the call setting up the tourism data space under the Digital Europe Programme) to ensure synergies and avoid overlaps. This project also takes into consideration the Skills Partnership for the Tourism Ecosystem.*

*Bearing that in mind this preparatory intends to:*

- *Upskilling and reskilling DMOs, SMEs and other tourism stakeholders in their management and use of data;*
- *Connecting DMOs, SMEs and other tourism stakeholders for strengthening existing networks and contact points ensure synergies.*

Amend text as follows:

*The European Parliament also sees this objective as the first phase for the future implementation of a European Agency for Tourism.*~~In light of the above, this preparatory action intends to develop guidelines on how to participate and use the Tourism Knowledge hub and the Tourism data space.~~

### **Justification:**

This preparatory action is in line with the EU Data Strategy and the Skills Partnership for the Tourism Ecosystem. Moreover, for a full participation in the implementation of both projects, the knowledge hub and the Tourism data space, the Tourism ecosystem needs capacity building. This means, among other things, upskilling its workforce on the matters related to collecting, aggregating and analysing different types of data, including big data. This is also crucial to respond to the challenges of the digital and green transitions.

**Draft amendment 5582**

=== TRAN/5582 ===

Tabled by Tilly Metz, Committee on Transport and Tourism

SECTION III — COMMISSION

**Add: PP 02 25 01**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
PP 02 25 01							750 000	375 000	750 000	375 000
Reserve										
Total							750 000	375 000	750 000	375 000

**Heading:**

*Pilot project — Creation of a comprehensive dynamic digital timetable for rail services in the Union*

**Remarks:**

Add following text:

*There exists no comprehensive, digitised and dynamic timetable for rail journeys across the EU. This pilot project should conduct a feasibility study to assess whether and how such a system could be established and made public. Cross-border rail travel in particular is at times difficult to navigate, with problems surrounding ticketing and information besides others, such as scheduling coordination.*

*Today each Infrastructure Manager defines its timetable including cross-border routes and this info is available to the public, but it is generally neither provided on an interoperable and standardised way nor compiled. There is no centralised online availability of such aggregated information, which limits the rail sector integration. Overcoming also past reluctance to share data, thus gradually advancing towards a permanent dynamic system in terms of timetables and real-time train running and train forecast information, ticket fares etc., would be a relevant solution to practically enable the culmination of the Single European Railway Area, to the benefit of all the stakeholders and most importantly of passengers. In order to ensure the integration of data at EU level from National Access Points (NAPs) established by Member States under Commission Delegated Regulation (EU) 2017/1926 ('MMTIS Regulation') and ensure its quality for cross-border services in particular, the PP should look at synergies with existing projects and should allow for the re-use of information from existing systems established at sector level. To that end, there should be a transition from fee based sector databases to a publicly available database.*

*Hence, in order to create a tool for passengers and operators alike, such a system should be established by the European Commission, with appropriate support from the European Union Agency for Railways (ERA) . Ultimately, it would also help with digital platforms aiming to provide prospective travellers with information on most direct routes, timing and so on. Eventually, pricing could be also added by these operators and platforms, as well as further elements within the logic of multimodal digital mobility services, once this common digital dynamic timetable is put in place.*

*Having such real-time information on train running and train forecast in a comprehensive and integrated manner with planned timetable information is therefore an enabler of all these services of high added value for passengers, as well as operators and infrastructure managers themselves, hence helping with efforts to promote multimodal travel in line with the European Commission's Sustainable and Smart Mobility Strategy.*

*The Pilot Project should build on the efficient implementation of already existing legal obligations under MMTIS Regulation and the TSIs for telematics applications under the Rail Interoperability Directive (EU) 2016/797. Furthermore, it should provide for an appropriate mechanism for future maintenance ensuring a robust and resilient system.*

**Legal basis:**

Add following text:

*Pilot project within the meaning of Article 58(2) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No*

*1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012 (OJ L 193, 30.7.2018, p. 1).*

**Justification:**

While the Rail Capacity Regulation within the Greening Transport Package should provide proper rules and governance so as to enable the optimisation of the rail network across the Union, in the current state of play there are clear limitations to put this into practice. A common online and dynamic timetable is a necessary tool for the sector to ensure the necessary data for the provision of multimodal digital mobility services, both by rail and multimodal operators or ticket vendors. This is key in order to promote multimodal travel in line with the Sustainable and Smart Mobility Strategy.

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**Draft amendment 5583**

=== TRAN/5583 ===

Tabled by Jan-Christoph Oetjen, Committee on Transport and Tourism

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SECTION III — COMMISSION

**Add: PP 02 25 02**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
PP 02 25 02							800 000	800 000	800 000	800 000
Reserve										
Total							800 000	800 000	800 000	800 000

**Heading:**

*Pilot project — European Trusted Drone label*

**Remarks:**

Add following text:

*Objective of this pilot action is twofold:*

- *Define criteria for a voluntary ‘European Trusted Drone’ label, which would contribute to the secure use of drones and promote the EU drone industry;*
- *Assessment of options to set up a labelling scheme in the EU.*

*Both the criteria and the scheme would need to be done in close collaboration with the relevant industry and authority stakeholders. The criteria should meet cybersecurity expectations of authorities, be achievable for drone manufactures and the drones reasonably affordable for the buyers. The scheme should be voluntary and not introduce unnecessary costs for the industry or public authorities.*

*Depending on the outcome of the project, follow up action could be considered to support setting up such labelling scheme.*

**Legal basis:**

Add following text:

*Pilot project within the meaning of Article 58(2) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012 (OJ L 193, 30.7.2018, p. 1).*

## Justification:

Developing drones with higher cybersecurity, particularly in the open and specific categories of operations, would increase security and safety while contributing to the development of the EU drone industry. Such drones would not only benefit drone operators but also all entities responsible for monitoring the use of airspace. Labelled drones could be required for operations in some specific airspace areas. The label would assure buyers that the drone is sufficiently secure for more critical or sensitive operations, contributing to the overall resilience of the drone ecosystem.

## Draft amendment 5581

==== TRAN/5581 ====

Tabled by Vicent Marzà Ibáñez, Committee on Transport and Tourism

### SECTION III — COMMISSION

#### Add: PP 02 25 03

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
PP 02 25 03							500 000	250 000	500 000	250 000
Reserve										
Total							500 000	250 000	500 000	250 000

## Heading:

*Pilot project — Synergies between inter-urban cycling infrastructure and solar energy generation for EV charging*

## Remarks:

Add following text:

*The ambition to promote active mobility, and particularly cycling also for daily commuting even at inter-urban level within reasonable distances, is clearly in line with the European Green Deal objectives. Research shows however that in order to significantly increase the uptake of such a healthy, affordable and environmentally friendly mode of transport across all ages, and particularly among women, safe infrastructure is essential.*

*Enabling dedicated bicycle lanes, duly separated from motorised traffic, is therefore necessary also in inter-urban roads, as it has been expressed in different political positions by the European Parliament, and as it is also acknowledged within the recently adopted revision of the TEN-T guidelines regulation. At the same time, even if the evolution of the e-bike market has enabled the access to cycling to a wider range of persons, adverse weather conditions such as rain, wind or excessive heat might also have still an actual impact on the readiness to cycle between - and within - urban areas, and thus reduce private vehicle associated congestion.*

*As such, the idea of overcoming these current constraints for inter-urban cycling while using the space efficiently to provide a solution to another of the main goals and challenges in the upcoming years, namely renewable energy production, is presented: building new bike lanes or upgrading current roads between certain cities or towns where distance could be covered by cycling, covering the dedicated bike lanes with connected solar panels. This setup would enable a substantial increase in terms of power generated by solar energy while to a big extent shielding the riders from unpleasant weather conditions.*

*Such renewable energy infrastructure next to or in parallel to main roads could also become instrumental in ensuring the fulfilment of the targets established by the Alternative Fuel Infrastructure Regulation in terms of EV charging. Concretely, light-roof solar panel lines covering cycling lanes would be instrumental in providing an increase in the number of different charging points with the necessary*



*power for electric recharging not only for cars, but also for e-bikes and other electro-mobility, while reducing distribution hurdles and minimising the risk of grid saturation.*

*Some projects with this approach have already been implemented, with a notable prominence for the 32km long bike lane in the middle of the highway between Daejeon and Sejong in South Korea covered in solar panels. In the EU there are no such long distances, with only 900 m of solar panel-covered lane in Freiburg (280 MWh/year expected), whereas in Switzerland new projects emerge, and are a reality already in Satigny, in the Geneva canton. New plans and pilot projects, same logic of using cycling lanes to produce PV energy are emerging, also in other Member States, such as in the Netherlands. Innovative technologies are also contributing to the feasibility of such projects, such as semi-flexible and thinner solar panels, whose light weight enables minimal support structures or can be directly integrated into those elements, thereby becoming more lasting, improving the maintenance, easing the installation and thus reducing costs.*

*With all this in mind, it would be extremely useful if the Union could take part in promoting some new projects in different parts of its territory and Member States, in order to make its commitment towards smart solutions that create synergies between the transport network and the energy grid clearly visible. The potential for efficient electricity generation through PV while making an effective land use is huge, for instance in Southern European countries.*

*Therefore, a Pilot Project is proposed, where a particularly suitable route (or routes) would be identified to build or upgrade a cycling lane including a solar roof for PV production, long enough to ensure meaningful production and at the same time be able to monitor and evaluate its uptake by new users. The EuroVelo network could be used as an inspiration when identifying some suitable route segment(s) for implementation.*

**Legal basis:**

Add following text:

*Pilot project within the meaning of Article 58(2) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012 (OJ L 193, 30.7.2018, p. 1).*

**Justification:**

The implementation of the European Green Deal requires unavoidably using innovation and smart solutions that enable effective synergies between energy and mobility (namely between TEN-T and TEN-E, but also beyond and at different scales and configurations). AFIR also poses certain challenges in ensuring grid robustness and resilience in order to enable the transition towards electric mobility, and the usage of solar bicycle lanes would be positive contribution in this regard. Such a project would provide positive visibility on the Union's ability to provide concrete solutions.

**Draft amendment 5587**

=== TRAN/5587 ===

Tabled by Kai Tegethoff, Committee on Transport and Tourism

SECTION III — COMMISSION

**Add: PP 05 25 01**

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
PP 05 25 01							500 000	250 000	500 000	250 000
Reserve										

	Budget 2024		Draft budget 2025		Council's position 2025		Difference		New amount	
	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments	Commitments	Payments
Total							500 000	250 000	500 000	250 000

## Heading:

*Pilot project — Developing an indicator-based rural mobility data framework*

## Remarks:

Add following text:

*The necessity to transform our mobility patterns in rural areas is enormous. So far, the major bulk of policy, as well as implementation efforts to make mobility more sustainable, climate friendly, less dependent on individual motorisation, reducing energy intensity and oil dependency, was centred in and between urban areas. Nevertheless, a wealth of initiatives exist across the EU, be it from public or private sources, aimed at improving rural mobility.*

*In this regard, in order to monitor the effectiveness of such actions and/or policies and ultimately acknowledge their impact, it would therefore be invaluable for the Commission to develop a data-collection framework in order to assess the current situation, measure progress and assess further needs. In a similar fashion as Sustainable Urban Mobility Indicators are intended to accompany the deployment of SUMP, a comprehensive and robust set of indicators should be further developed on the basis of harmonised criteria encompassing the specificities of rural mobility and related needs, as well as benchmarking baselines.*

*Special attention also needs to be paid to the social aspect and in particular to mobility poverty, including accessibility and affordability in rural areas. Both supply and demand side need be monitored accordingly, in order to assess their fit and resulting gaps. This would enable to effectively establish mechanisms whereby it would be easier to identify areas or regions requiring more urgent action and better assess the concrete needs.*

*Therefore, with such a robust and well planned framework for data collection focusing on rural mobility, further steps to support the achievement of certain European policy targets, for instance in terms of cohesion, can be facilitated and well founded, while at the same time envisaging increasing granularity and enabling subsequent development therein.*

## Legal basis:

Add following text:

*Pilot project within the meaning of Article 58(2) of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012 (OJ L 193, 30.7.2018, p. 1).*

## Justification:

When aiming to improve mobility while reducing its externalities (GHG emissions, air pollution, congestion, etc.) a lot of effort is put into urban mobility. In terms of policies and actions, but also in terms of establishing adequate monitoring frameworks thereof. Rural mobility has not so far enjoyed of such attention and there is consequently a substantial lack of harmonised data and ways to properly compare it and draw precise conclusions and thus adopt policies on that basis. This Pilot Project aims to set a first stone to fill this gap by developing a set of rural mobility indicators.