

30.6.2010

A7-0189/1

**Amendment 1**

**Nathalie Griesbeck**

on behalf of the ALDE Group

**Report**

**A7-0189/2010**

**Mathieu Grosch**

A sustainable future for transport

COM(2009)0279 – 2009/2096(INI)

**Motion for a resolution**

**Paragraph 13**

*Motion for a resolution*

*Amendment*

13. Stresses that efficient comodality should be measured not only in terms of cost-effectiveness but also according to criteria of environmental protection, social and employment conditions, safety and territorial cohesion, with attention also being paid to the different technical possibilities and starting levels of the different modes of transport and of the countries, regions and cities in Europe;

13. Stresses that efficient comodality should be measured not only in terms of cost-effectiveness but also according to criteria of environmental protection (***taking into account the overall impact of each mode of transport on the environment***), social and employment conditions, safety and territorial cohesion, with attention also being paid to the different technical possibilities and starting levels of the different modes of transport and of the countries, regions and cities in Europe;

Or. en

30.6.2010

A7-0189/2

**Amendment 2**

**Nathalie Griesbeck**

on behalf of the ALDE Group

**Report**

**A7-0189/2010**

**Mathieu Grosch**

A sustainable future for transport  
COM(2009)0279 – 2009/2096(INI)

**Motion for a resolution**

**Paragraph 32 – point d a (new)**

*Motion for a resolution*

*Amendment*

*da. Calls for the EIB policy change to give greater priority to businesses wishing to make their production tools 'greener' (fleet renewal);*

Or. en

30.6.2010

A7-0189/3

**Amendment 3**

**Gesine Meissner, Nathalie Griesbeck**  
on behalf of the ALDE Group

**Report**

**A7-0189/2010**

**Mathieu Grosch**

A sustainable future for transport  
COM(2009)0279 – 2009/2096(INI)

**Motion for a resolution**

**Paragraph 17**

*Motion for a resolution*

17. Considers that transport plays an essential role in completing the European single market and freedom of movement for persons and goods, and that regulated market opening should be achieved, primarily in the rail transport sector, in all EU Member States; takes the view that this complete market opening will benefit consumers and should be accompanied by measures safeguarding the quality of public services, as well as a long-term investment plan for infrastructure and technical interoperability in order to improve efficiency and safety and measures aimed at avoiding distortions of intra-modal and inter-modal competition, inter alia in the social, fiscal, safety and environmental fields; the internalisation of external social and environmental costs should be carried out gradually, starting with the more polluting road and air transport modes;

*Amendment*

17. Considers that transport plays an essential role in completing the European single market and freedom of movement for persons and goods, and that regulated market opening should be achieved, primarily in the rail transport sector, in all EU Member States; takes the view that this complete market opening will benefit consumers and should be accompanied by measures safeguarding the quality of public services, as well as a long-term investment plan for infrastructure and technical interoperability in order to improve efficiency and safety and measures aimed at avoiding distortions of intra-modal and inter-modal competition, inter alia in the social, fiscal, safety, ***freedom, security and justice*** and environmental fields; the internalisation of external social and environmental costs should be carried out gradually, starting with the more polluting road and air transport modes;

Or. en