



EUROPEAN PARLIAMENT

2014 - 2019

Committee on the Environment, Public Health and Food Safety

2014/2242(INI)

21.5.2015

AMENDMENTS

1 - 120

Draft opinion
Eleonora Evi
(PE554.824v01-00)

on the Sustainable Urban Mobility
(2014/2242(INI))

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EN

United in diversity

EN

AM_Com_NonLegOpinion

Amendment 1
Aldo Patriciello

Draft opinion
Recital A

Draft opinion

A. whereas in the EU, transport is dependent on oil and oil products for 96 % of its energy needs;

Amendment

A. whereas ***mobility in many European cities is still based overwhelmingly on the use of conventionally powered private cars, and whereas, as a result,*** in the EU, transport is dependent on oil and oil products for 96 % of its energy needs;

Or. it

Amendment 2
Renata Briano, Damiano Zoffoli, Nicola Caputo, Massimo Paolucci, Simona Bonafè

Draft opinion
Recital A

Draft opinion

A. whereas in the EU, transport is dependent on oil and oil products for 96 % of its energy needs;

Amendment

A. whereas in the EU, transport is dependent on oil and oil products for ***more than*** 96 % of its energy needs;

Or. it

Amendment 3
Aldo Patriciello

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. whereas sustainable urbanisation has long been recognised as one of the key drivers of economic growth and development at global level;

Amendment 4

Renata Briano, Nicola Caputo, Damiano Zoffoli, Massimo Paolucci, Simona Bonafè

Draft opinion

Recital A a (new)

Draft opinion

Amendment

Aa. whereas urban mobility must be as environmentally, socially and economically sustainable as possible;

Or. it

Amendment 5

Eleonora Evi, Piernicola Pedicini, Marco Affronte, Daniela Aiuto

Draft opinion

Recital A a (new)

Draft opinion

Amendment

Aa. whereas some 73 % of Europe's population live in towns and cities, and whereas this figure is expected to reach 82 % by 2050;

Or. it

Amendment 6

Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion

Recital A a (new)

Draft opinion

Amendment

Aa. whereas 23% of total CO2 emissions in urban areas are from transport;

Amendment 7

Eleonora Evi, Piernicola Pedicini, Marco Affronte, Daniela Aiuto

Draft opinion

Recital A b (new)

Draft opinion

Amendment

Ab. whereas, according to the European Environment Agency, in 2011 atmospheric pollution in the form of fine particulates (PM 2.5) caused some 430 000 premature deaths in the 28 EU Member States, whilst every year a further 16 000 deaths can be attributed to high levels of tropospheric ozone;

Or. it

Amendment 8

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Recital A c (new)

Draft opinion

Amendment

Ac. whereas, if no appropriate measures are taken, by 2050 atmospheric pollution will become the main cause of death linked to the quality of the environment at global level;

Or. it

Amendment 9

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Recital A d (new)

Draft opinion

Amendment

Ad. whereas atmospheric pollution causes ten times as many deaths as road accidents;

Or. it

Amendment 10

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Recital A e (new)

Draft opinion

Amendment

Ae. whereas in 2010 alone the health-related costs generated by atmospheric pollution in the EU were put at between EUR 330 and 940 billion, or between 3 and 9 % of EU GDP;

Or. it

Amendment 11

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Recital A f (new)

Draft opinion

Amendment

Af. whereas reducing levels of fine particulates (PM 2.5) to those recommended by the WHO in 25 European cities would increase citizens' average life expectancy by roughly 22 months and generate annual savings for the economy of some EUR 31 billion;

Or. it

Amendment 12

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Recital B

Draft opinion

B. whereas **90 % of the inhabitants** of European cities **are** exposed to levels of **pollution** which are above **health safety limits**;

Amendment

B. whereas **a substantial proportion** of European **citizens - between 15 and 40 % -** is exposed to levels of **fine particulates (PM 2.5 and PM 10), tropospheric ozone and NO₂** which are above **EU quality standards**;

Or. it

Amendment 13

Renata Briano, Damiano Zoffoli, Nicola Caputo, Massimo Paolucci, Simona Bonafè

Draft opinion

Recital B

Draft opinion

B. whereas 90 % of the inhabitants of European cities are exposed to levels of pollution which are above **health** safety limits;

Amendment

B. whereas **according to the European Environment Agency** 90 % of the inhabitants of European cities are exposed to levels of **atmospheric** pollution which are above **the** safety limits **set by the World Health Organisation**;

Or. it

Amendment 14

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Recital B a (new)

Draft opinion

Amendment

Ba. whereas on the basis of the air quality guidelines issued by the World Health

Organisation the proportion of European city dwellers exposed to dangerous levels of fine particulates (PM 2.5 and PM 10) and tropospheric ozone is roughly 90 %;

Or. it

Amendment 15
Aldo Patriciello

Draft opinion
Recital B a (new)

Draft opinion

Amendment

Ba. whereas urban areas also account for a high share, some 23 %, of all CO₂ emissions from transport;

Or. {IT}it

Amendment 16
Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Recital B b (new)

Draft opinion

Amendment

Bb. whereas noise pollution represents a serious risk to health, and whereas road traffic is the main cause of noise pollution;

Or. it

Amendment 17
Aldo Patriciello

Draft opinion
Recital B b (new)

Draft opinion

Amendment

Bb. whereas, according to the latest report by the European Environment Agency, more than 125 million European citizens are exposed to unacceptable levels of noise pollution, and whereas the main cause of this pollution is urban traffic;

Or. it

Amendment 18

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Recital B c (new)

Draft opinion

Amendment

Bc. whereas, according to the European Environment Agency, in 2011 at least 125 million European citizens were exposed to levels of noise pollution which were above the safety limit of 55 dB;

Or. it

Amendment 19

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Recital B d (new)

Draft opinion

Amendment

Bd. whereas in the European Union at least 9000 premature deaths each year from heart attacks or heart disease can be attributed to traffic noise, and whereas this figure may be a serious underestimate given the patchy nature of the data provided by many Member States;

Or. it

Amendment 20
Keith Taylor

Draft opinion
Recital C

Draft opinion

C. whereas the target for reducing greenhouse gas emissions in the transport sector by 2050 stands at **60** %;

Amendment

C. whereas the target for reducing greenhouse gas emissions in the **urban** transport sector by 2050 stands at **80** %;

Or. en

Amendment 21
Nicola Caputo, Renata Briano, Massimo Paolucci, Damiano Zoffoli

Draft opinion
Recital C a (new)

Draft opinion

Amendment

Ca. whereas developing sustainable urban mobility calls for a participatory approach which involves the public and stakeholders at all stages of the planning process;

Or. it

Amendment 22
Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Recital C a (new)

Draft opinion

Amendment

Ca. Whereas, according to the European Platform on Mobility Management (EPOMM), at least 25 % of journeys in metropolitan areas are work- or study-

related, and whereas the average distance travelled by motorised means of transport is between 9 and 22 km;

Or. it

Amendment 23
Iratxe García Pérez

Draft opinion
Recital C a (new)

Draft opinion

Amendment

Ca. whereas the best deterrent to abuse of private transport is good, easy public transport capable of competing with travel by private vehicle;

Or. es

Amendment 24
Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion
Recital C a (new)

Draft opinion

Amendment

Ca. whereas the chronic traffic jams in many European cities are regarded by citizens as a major problem;

Or. fr

Amendment 25
Ulrike Müller

Draft opinion
Recital C a (new)

Draft opinion

Amendment

Ca. whereas the fact of having the necessary infrastructure for alternative fuels is essential for the acceptance and hence the actual adoption of alternative propulsion systems;

Or. de

Amendment 26

Renata Briano, Damiano Zoffoli, Nicola Caputo, Massimo Paolucci, Simona Bonafè

Draft opinion

Recital C a (new)

Draft opinion

Amendment

Ca. whereas the transport sector accounts for roughly one-third of total energy consumption and more than one-fifth of total greenhouse gas emissions;

Or. it

Amendment 27

Angélique Delahaye, Françoise Grossetête, Michel Dantin, Elisabetta Gardini, Aldo Patriciello

Draft opinion

Recital C a (new)

Draft opinion

Amendment

Ca. whereas urban mobility is a vital element in the development of smart cities and communities in Europe and must be supported by efforts to raise awareness among European citizens about sustainable mobility;

Or. fr

Amendment 28

Nicola Caputo, Renata Briano, Massimo Paolucci, Damiano Zoffoli

Draft opinion

Recital C b (new)

Draft opinion

Amendment

Cb. whereas developing sustainable mobility calls for efforts to change people's mobility-related behaviour;

Or. it

Amendment 29

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Recital C b (new)

Draft opinion

Amendment

Cb. whereas the sustainability of urban transport is one aspect of a broader policy of sustainable regional planning, and whereas urban green areas can help to offset in part the impact of the pollution attributable to road traffic;

Or. it

Amendment 30

Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion

Recital C b (new)

Draft opinion

Amendment

Cb. whereas the implementation of sustainable urban transport systems can improve the quality of life of European citizens and reduce social and spatial

inequalities, and play an important role in promoting smart, sustainable and inclusive economic growth of cities, territories and the European Union as a whole;

Or. fr

Amendment 31

Angélique Delahaye, Françoise Grossetête, Michel Dantin, Elisabetta Gardini, Aldo Patriciello

Draft opinion

Recital C b (new)

Draft opinion

Amendment

Cb. whereas people living in urban areas require high-quality services which meet their mobility needs;

Or. fr

Amendment 32

Ulrike Müller

Draft opinion

Recital C b (new)

Draft opinion

Amendment

Cb. whereas the attractiveness of intermodal urban transport concepts depends especially on ease of use and also on convincing ‘last mile’ solutions;

Or. de

Amendment 33

Renata Briano, Damiano Zoffoli, Nicola Caputo, Massimo Paolucci

Draft opinion

Recital C b (new)

Draft opinion

Amendment

Cb. whereas the space occupied by vehicles at the expense of pedestrians is a cause of urban decline, and whereas the construction of roads and infrastructure uses up land and has a considerable impact on the landscape;

Or. it

Amendment 34

Nicola Caputo, Renata Briano, Massimo Paolucci, Damiano Zoffoli

Draft opinion

Recital C c (new)

Draft opinion

Amendment

Cc. whereas sustainable urban transport can help to reduce energy consumption, atmospheric and noise pollution, the number of accidents, traffic congestion and land use;

Or. it

Amendment 35

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Recital C c (new)

Draft opinion

Amendment

Cc. whereas according to Special Eurobarometer 406, published in 2013, some 50 % of European citizens use their private cars every day, whilst only 16 % use public transport and only 12 % bicycles;

Or. it

Amendment 36

Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion

Recital C c (new)

Draft opinion

Amendment

Cc. whereas teleworking may reduce the demand for transport;

Or. fr

Amendment 37

Ulrike Müller

Draft opinion

Recital C c (new)

Draft opinion

Amendment

Cc. whereas, owing to geographical factors and for reasons of historical development, the infrastructure of European cities can differ greatly from case to case, depending on the basic premises and the requirements to be met;

Or. de

Amendment 38

Renata Briano, Damiano Zoffoli, Nicola Caputo, Massimo Paolucci, Simona Bonafè

Draft opinion

Recital C c (new)

Draft opinion

Amendment

Cc. whereas transport is a source of both

atmospheric and noise pollution;

Or. it

Amendment 39

Nicola Caputo, Renata Briano, Massimo Paolucci, Damiano Zoffoli

Draft opinion

Recital C d (new)

Draft opinion

Amendment

Cd. whereas at present urban mobility mainly involves the use of conventionally powered private cars;

Or. it

Amendment 40

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Recital C d (new)

Draft opinion

Amendment

Cd. whereas according to Special Eurobarometer 406, published in 2013, European citizens regard lower public transport fares (59 %), better public transport services (56 %) and better facilities for cyclists (33 %) as effective measures to improve urban mobility;

Or. it

Amendment 41

Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion

Recital C d (new)

Draft opinion

Amendment

Cd. whereas urban mobility and urban transport management are the responsibility of local and regional authorities, who design and implement these public policies in their area, in connection with the national framework in force and the EU urban agenda;

Or. fr

Amendment 42
Ulrike Müller

Draft opinion
Recital C d (new)

Draft opinion

Amendment

Cd. whereas it is worrying to note that the Commission is talking in terms of transport concepts to be devised at European level, which would then have to be adapted according to the circumstances in Member States; whereas, rather than adopting a top-down approach along those lines and without disregarding the need for common rules and standards, it would be preferable to follow a bottom-up approach involving parallel experimenting on the ground, thereby encouraging innovation; whereas one measure that should therefore be strongly supported is to set up platforms for exchanges of experience among local stakeholders, enabling success stories to be publicised more widely;

Or. de

Amendment 43
Renata Briano, Damiano Zoffoli, Nicola Caputo, Massimo Paolucci, Simona Bonafè

Draft opinion
Recital C d (new)

Draft opinion

Amendment

Cd. whereas, at the same time, transport is fundamental to professional, training, tourism and leisure activities in modern society;

Or. it

Amendment 44
Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Recital C e (new)

Draft opinion

Amendment

Ce. whereas policies of concreting over the land and constructing new road infrastructure in urban and peri-urban areas do not solve the problem of traffic congestion, as demonstrated by the generation of additional motorised traffic as a result of road improvements;

Or. it

Amendment 45
Marcus Pretzell

Draft opinion
Paragraph 1

Draft opinion

Amendment

1. Calls on Member States to facilitate teleworking so as to reduce the demand for transport;

deleted

Or. en

Amendment 46
Keith Taylor

Draft opinion
Paragraph 1

Draft opinion

1. Calls on Member States to facilitate teleworking so as to reduce the demand for transport;

Amendment

1. Calls on Member States to facilitate teleworking ***and boost mobility management*** so as to reduce the demand for transport ***and to realise a modal shift towards more sustainable transport modes***;

Or. en

Amendment 47
Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Paragraph 1

Draft opinion

1. Calls on Member States to ***facilitate teleworking so as*** to reduce ***the demand for transport***;

Amendment

1. Calls on Member States to ***promote programmes*** to reduce ***travel to and from the workplace by encouraging, inter alia, teleworking, ICT technologies and teleconferencing***;

Or. it

Amendment 48
Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion
Paragraph 1

Draft opinion

Amendment

1. Calls on Member States to *facilitate* teleworking *so as to reduce the demand for transport*;

1. Calls on *local and regional authorities*, Member States *and the Commission* to *promote the development of* teleworking;

Or. fr

Amendment 49

Renata Briano, Damiano Zoffoli, Nicola Caputo, Massimo Paolucci, Simona Bonafè

Draft opinion

Paragraph 1

Draft opinion

1. Calls on Member States to *facilitate* teleworking *so as to reduce the demand for transport*;

Amendment

1. Calls on Member States to *improve business mobility by means of a commuting plan, the implementation of teleworking schemes and the introduction of ‘mobility managers’*;

Or. it

Amendment 50

Keith Taylor

Draft opinion

Paragraph 1 a (new)

Draft opinion

Amendment

1a. Calls on the Commission, the Member States and local authorities to take the necessary measures to reduce GHG emissions to 40% by 2030 across the entire transport sector and to 80% by 2050 in urban areas;

Or. en

Amendment 51

Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Welcomes the Commission's support for the development of guidelines on the production and implementation of sustainable urban mobility plans enabling the proposed action to be embedded into an urban and territorial strategy and seeking to promote balanced development and better integration of the various modes of urban mobility; supports the Commission in establishing a European Platform on Sustainable Urban Mobility Plans with a view to improving coordination of EU support and cooperation with local and regional authorities in the exchange of good practices and the design and implementation of sustainable urban mobility plans;

Or. fr

Amendment 52
Marcus Pretzell

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Calls on the Commission to acknowledge that the EU's part on global CO2 emissions is much lower than that of China, USA, India, with the consequence that, speaking globally, further reduction of EU-wide CO2-emissions would hardly achieve any measurable effect;

Or. en

Amendment 53
Keith Taylor

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1b. Underlines that noise and air pollution have a damaging impact on the quality of life and health of citizens living in or visiting urban areas; states that the external costs caused by climate change, noise and air pollution must be internalised in order to reflect true prices in urban mobility;

Or. en

Amendment 54
Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1b. Believes that the development of smart technologies, including intelligent transport systems (ITS), contributes to improving the planning and sustainability of urban mobility; encourages the Member States and their competent authorities to follow the guidelines developed by the expert group on urban intelligent transport systems when deploying ITS applications in their territories; calls on the Commission to continue to develop the legislation in force under Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of

transport;

Or. fr

Amendment 55
Keith Taylor

Draft opinion
Paragraph 1 c (new)

Draft opinion

Amendment

Ic. Encourages the Member States and local authorities to establish green zones (e.g. trees, bushes and plants) in cities, contributing to noise absorption and cleaner air;

Or. en

Amendment 56
Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion
Paragraph 1 c (new)

Draft opinion

Amendment

Ic. Believes that sustainable urban mobility plans and the deployment of ITS contribute to enhancing transport efficiency and consequently help to reduce CO2 emissions, improve air quality and reduce noise nuisance;

Or. fr

Amendment 57
Keith Taylor

Draft opinion

Paragraph 2

Draft opinion

2. Calls on Member States to facilitate inter-modal transport systems and infomobility and establish ***areas to which access is limited exclusively to*** public transport, electric ***or*** car-sharing ***vehicles and bicycles***;

Amendment

2. Calls on Member States to facilitate inter-modal transport systems and infomobility and establish ***and promote areas that focus on*** public transport, electric ***mobility and*** car-sharing ***as well as walking and cycling***;

Or. en

Amendment 58

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 2

Draft opinion

2. Calls on Member States to ***facilitate*** inter-modal transport systems and infomobility and establish areas ***to which access is limited exclusively to*** public transport, electric ***or*** car-sharing ***vehicles and bicycles***;

Amendment

2. Calls on Member States to ***promote public transport, car sharing, car pooling,*** inter-modal transport systems and infomobility and establish areas ***where the only traffic permitted comprises*** public transport, electric ***vehicles,*** car-sharing ***or car-pooling cars*** and bicycles;

Or. it

Amendment 59

Marcus Pretzell

Draft opinion

Paragraph 2

Draft opinion

2. Calls on ***Member States to facilitate*** inter-modal transport systems and infomobility and ***establish*** areas to which access is limited exclusively to public transport, ***electric or car-sharing vehicles***

Amendment

2. Calls on ***the Commission to comply with the EU principle of subsidiarity. Invites local authorities to consider facilitating*** inter-modal transport systems and infomobility and, ***if judged necessary, to***

and bicycles;

consider establishing areas to which access is limited exclusively to public transport;

Or. en

Amendment 60

Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion Paragraph 2

Draft opinion

2. Calls on Member States to facilitate inter-modal transport systems and infomobility and establish areas to which access is limited exclusively to public transport, electric or *car-sharing* vehicles and bicycles;

Amendment

2. Calls on Member States to facilitate inter-modal transport systems and infomobility and establish areas to which access is limited exclusively to public transport, *car-sharing*, electric or *alternative-fuel* vehicles and bicycles;

Or. fr

Amendment 61

Renata Briano, Damiano Zoffoli, Nicola Caputo, Massimo Paolucci, Simona Bonafè

Draft opinion Paragraph 2

Draft opinion

2. Calls on Member States to *facilitate inter-modal transport systems and infomobility and establish areas to which access is limited exclusively to public transport, electric or car-sharing vehicles and bicycles;*

Amendment

2. Calls on Member States to *improve pedestrian mobility by means of systems that make public areas accessible and available for use by all, with measures to eliminate architectural barriers on routes and with the establishment of safe routes between home and school and walking buses;*

Or. it

Amendment 62
Enrico Gasbarra

Draft opinion
Paragraph 2

Draft opinion

2. Calls on Member States to facilitate inter-modal transport systems and infomobility and establish areas to which access is limited exclusively to public transport, electric or car-sharing vehicles and bicycles;

Amendment

2. Calls on Member States to facilitate inter-modal transport systems and infomobility and establish areas to which access is limited exclusively to public transport, electric or car-sharing vehicles and bicycles, *investing therefore in secure reserved routes (pedestrian mobility plan, walking bus), promoting the use of alternative, ecologically sustainable modes of transport, by means of new plans for urban cycle mobility and bike sharing, supporting programmes such as carpooling and lastly cultivating public awareness of public transport, making use inter alia of appropriate areas for park and ride services;*

Or. it

Amendment 63
Mireille D'Ornano, Sylvie Goddyn

Draft opinion
Paragraph 2

Draft opinion

2. Calls on Member States to facilitate inter-modal transport systems and infomobility and establish areas to which access is limited exclusively to public transport, *electric or car-sharing vehicles and bicycles;*

Amendment

2. Calls on Member States to facilitate inter-modal transport systems and infomobility and establish areas to which access is limited exclusively to public transport;

Or. fr

Amendment 64
Aldo Patriciello

Draft opinion
Paragraph 2 – point a (new)

Draft opinion

Amendment

2a. Calls on Member States to experiment in general with innovative solutions in the field of sustainable urban mobility planning in cooperation with various sectors and policy areas; considers that such solutions should move in the direction of sustainable development and general improvement of the living conditions of European citizens;

Or. it

Amendment 65
Aldo Patriciello

Draft opinion
Paragraph 2 – point b (new)

Draft opinion

Amendment

2b. Calls on Member States to devise measures to improve road safety in urban areas and, in particular, to protect the most vulnerable road users, such as pedestrians, as the number of fatal road accidents in Europe (around 28 000 in 2012) remains extremely high and, more specifically, 38% of them occur in urban areas;

Or. it

Amendment 66
Gesine Meissner

Draft opinion

Paragraph 2 a (new)

Draft opinion

Amendment

2a. Believes that public transport use in urban areas should double by 2030;

Or. en

**Amendment 67
Iratxe García Pérez**

**Draft opinion
Paragraph 2 a (new)**

Draft opinion

Amendment

2a. Maintains that austerity policies should not be applied to public transport, since this could lead to cuts in, or the abolition of, routes, complicate journeys, and add inordinately to the time taken for passengers to change from one conveyance or line to another;

Or. es

**Amendment 68
Angélique Delahaye, Françoise Grossetête, Michel Dantin, Elisabetta Gardini, Aldo Patriciello**

**Draft opinion
Paragraph 2 a (new)**

Draft opinion

Amendment

2a. Calls on the Member States and local and regional authorities to develop multimodal mobility patterns tailored to the needs of people living in urban areas and responding to the necessities of geography and time;

Or. fr

Amendment 69
Iratxe García Pérez

Draft opinion
Paragraph 2 b (new)

Draft opinion

Amendment

2b. Urges the Member States to rethink public transport fare systems and give preference to flat-rate systems;

Or. es

Amendment 70
Gianluca Buonanno

Draft opinion
Paragraph 3

Draft opinion

Amendment

3. Calls on Member States to develop widespread electric vehicle charging facilities, for example using the public lighting infrastructure;

deleted

Or. it

Amendment 71
Marcus Pretzell

Draft opinion
Paragraph 3

Draft opinion

Amendment

3. Calls on Member States to develop widespread electric vehicle charging facilities, for example using the public lighting infrastructure;

deleted

Amendment 72
Gesine Meissner

Draft opinion
Paragraph 3

Draft opinion

3. Calls on Member States to **develop widespread electric vehicle** charging facilities, for example **using** the public lighting infrastructure;

Amendment

3. Calls on Member States to **implement the objectives laid down in the Directive on the deployment of alternative fuels infrastructure (2014/94/EU) concerning charging facilities in urban areas for LNG and electric vehicles, by using** for example the public lighting infrastructure;

Or. en

Amendment 73
Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion
Paragraph 3

Draft opinion

3. Calls on Member States to develop widespread **electric vehicle charging facilities, for example using the public lighting** infrastructure;

Amendment

3. Calls on Member States to **promote and develop in urban areas** widespread facilities **and charging points for electric vehicles and refuelling points for natural gas, in connection with the provisions and timetable laid down in Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels** infrastructure;

Or. fr

Amendment 74
Guillaume Balas

Draft opinion
Paragraph 3

Draft opinion

3. Calls on Member States to develop widespread electric vehicle charging facilities, for example using the public lighting infrastructure;

Amendment

3. Calls on Member States to develop widespread electric vehicle charging facilities, for example using the public lighting infrastructure ***and shopping centre car parks***;

Or. fr

Amendment 75
Aldo Patriciello

Draft opinion
Paragraph 3 – point a (new)

Draft opinion

Amendment

3a. Calls on Member States to participate in collaborative activities with developing regions, in order to facilitate the transfer of skills and European technologies in fields such as reducing emissions and improving energy efficiency and road safety;

Or. it

Amendment 76
Nicola Caputo, Renata Briano, Massimo Paolucci, Damiano Zoffoli

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. Stresses that, in taking decisions on urban mobility, the public and

stakeholders should be actively involved throughout the planning procedure;

Or. it

Amendment 77

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Calls on Member States to develop and/or enhance electrified public surface transport, devoting to it part of the road area currently reserved for private transport;

Or. it

Amendment 78

Iratxe García Pérez

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Urges the Member States and local authorities to revise their traffic regulations to bring them into line with sustainability criteria;

Or. es

Amendment 79

Ulrike Müller

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Calls on the Member States, with a view to developing appropriate charging facilities for electric vehicles, to take the necessary steps as quickly as possible to enable charging points to be set up without red tape on owner-occupied and rented residential properties, if parking places are available, and to ensure that private electric vehicles can be recharged at the owner's workplace, without entailing inordinate administrative formalities;

Or. de

Amendment 80

Renata Briano, Damiano Zoffoli, Nicola Caputo, Massimo Paolucci, Simona Bonafè

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Calls on Member States to promote measures to mitigate traffic, limiting the circulation of vehicles, facilitating intermodal transport systems, establishing areas accessible only for public transport, introducing car sharing and transport-on-demand services, promoting car pooling and using infomobility systems; calls on Member States also to plan and implement urban funicular railway and cablecar systems in mountainous and hilly towns;

Or. it

Amendment 81

Marcus Pretzell

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Notes that under the Directive on the Deployment of Alternative Fuels Infrastructure agreed last year, Member States will develop their own national policy frameworks for the market-led development of recharge and refuelling points. Calls on the Commission to remember their own EU climate report 2014, where it is stated that with 31.7% the energy sector already produces the highest amount of CO2-emissions. Fostering e-cars would accordingly increase the CO2-emissions if calculated throughout the entire production chain and life-time consumption figures, and taking into account such a thorough energy balance is indispensable for plausible comparison with fuel-driven vehicles;

Or. en

Amendment 82

Nicola Caputo, Renata Briano, Massimo Paolucci, Damiano Zoffoli

Draft opinion

Paragraph 3 b (new)

Draft opinion

Amendment

3b. Calls on the Commission and Member States to promote information campaigns to alter people's mobility behaviour and promote modes of transport which are efficient, sustainable and less dependent on the use of private, conventionally fuelled cars;

Or. it

Amendment 83

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 3 b (new)

Draft opinion

Amendment

3b. Calls on Member States to make the construction of new road infrastructure conditional on the full and efficient implementation of public transport, particularly by rail, to link urban and peri-urban areas and respond effectively and sustainably to the phenomenon of commuting;

Or. it

Amendment 84

Ulrike Müller

Draft opinion

Paragraph 3 b (new)

Draft opinion

Amendment

3b. Calls on the Commission and the Member States, as regards intermodalism concepts, to ensure that public transport systems can be sensibly combined with individual means of travel such as car-sharing vehicles, pedelecs, and bicycles and to provide the infrastructure required for that purpose, bearing in mind that public transport becomes much more attractive when the ‘last mile’ is easy to cover and individual travel needs beyond that point can be readily met on the spot;

Or. de

Amendment 85

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Paragraph 3 c (new)

Draft opinion

Amendment

3c. Calls on Member States to eliminate direct and indirect subsidies for the purchase and use of vehicles running on traditional fossil fuels;

Or. it

Amendment 86
Ulrike Müller

Draft opinion
Paragraph 3 c (new)

Draft opinion

Amendment

3c. Urges the Commission and the Member States to create the conditions required for cross-border travel planning, reservation, and payment systems encompassing different forms of transport, bearing in mind that the need to use a variety of information platforms and payment systems poses a major obstacle to the acceptance of, and demand for, intermodal transport systems;

Or. de

Amendment 87
Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Paragraph 3 d (new)

Draft opinion

Amendment

3d. Calls on Member States to introduce tax incentives for electric vehicles such as

reduced rates of VAT or exemption from road tax;

Or. it

Amendment 88
Ulrike Müller

Draft opinion
Paragraph 3 d (new)

Draft opinion

Amendment

3d. Calls on the Member States, as far as fleet procurement is concerned, bearing in mind that public authorities can act as a model, to refrain from buying vehicles without alternative propulsion systems unless there are understandable reasons for making such purposes; points out that procurement initiatives of this kind could also stimulate the used car market;

Or. de

Amendment 89
Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Paragraph 3 e (new)

Draft opinion

Amendment

3e. Calls on Member States to use part of the proceeds from taxation of fossil fuels or the circulation of private vehicles to finance part of the costs of urban public transport with the underlying aim of making it free of charge to residents;

Or. it

Amendment 90

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 3 f (new)

Draft opinion

Amendment

3f. Calls on Member States to introduce direct and indirect subsidies and/or tax incentives for businesses that produce goods or services which promote sustainable urban mobility;

Or. it

Amendment 91

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 3 g (new)

Draft opinion

Amendment

3g. Calls on Member States to introduce tax incentives or other economic incentives for businesses which grant fringe benefits in support of sustainable mobility, such as transport on foot, cycling, use of public and private collective transport and use of electric vehicles;

Or. it

Amendment 92

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 3 h (new)

Draft opinion

Amendment

3h. Calls on Member States to promote

sustainable tourism by granting tax incentives, economic incentives or relaxation of rules for hotels and similar businesses which offer customers sustainable urban transport solutions;

Or. it

Amendment 93

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 3 i (new)

Draft opinion

Amendment

3i. Calls on Member States to provide incentives to scrap the most polluting vehicles, grading them so as to create the following order of preference: abandonment of a private vehicle in favour of collective public transport, electric vehicles, hydrogen-powered vehicles, including those using methane reformers, natural gas-driven vehicles, hybrid vehicles and LPG vehicles;

Or. it

Amendment 94

Mireille D'Ornano, Sylvie Goddyn, Jean-François Jalkh

Draft opinion

Paragraph 4

Draft opinion

Amendment

4. Calls on the Commission and Member States to propose an amendment to the Vienna Convention on Road Traffic to ensure that bicycles are always given right of way over motor vehicles;

deleted

Or. fr

Amendment 95
Marcus Pretzell

Draft opinion
Paragraph 4

Draft opinion

Amendment

4. *Calls on the Commission and Member States to propose an amendment to the Vienna Convention on Road Traffic to ensure that bicycles are always given right of way over motor vehicles;* **deleted**

Or. en

Amendment 96
Renata Briano, Damiano Zoffoli, Nicola Caputo, Massimo Paolucci, Simona Bonafè

Draft opinion
Paragraph 4

Draft opinion

Amendment

4. Calls on *the Commission and Member States to propose an amendment to the Vienna Convention on Road Traffic to ensure that bicycles are always given right of way over motor vehicles;*

4. Calls on Member States to *improve cycle mobility by constructing cycle paths and implementing public bicycle-sharing services;*

Or. it

Amendment 97
Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion
Paragraph 4

Draft opinion

Amendment

4. Calls on the Commission and Member States to propose an amendment to the

4. Calls on the Commission and Member States to propose an amendment to the

Vienna Convention on Road Traffic to ensure that bicycles are always given right of way over motor vehicles;

Vienna Convention on Road Traffic to ensure that, *in urban areas*, bicycles are always given right of way over motor vehicles;

Or. it

Amendment 98

Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

**Draft opinion
Paragraph 4**

Draft opinion

4. Calls on the Commission and Member States to propose an amendment to the Vienna Convention on Road Traffic to ensure that *bicycles are always given right of way over* motor vehicles;

Amendment

4. Calls on the Commission and Member States to propose an amendment to the Vienna Convention on Road Traffic to ensure that *cyclists are protected from* motor vehicles;

Or. fr

Amendment 99

Keith Taylor

**Draft opinion
Paragraph 4**

Draft opinion

4. Calls on the Commission and Member States to propose an amendment to the Vienna Convention on Road Traffic to ensure that bicycles are *always* given right of way over motor vehicles;

Amendment

4. Calls on the Commission and Member States to propose an amendment to the Vienna Convention on Road Traffic to ensure that bicycles are *in principle* given right of way over motor vehicles;

Or. en

Amendment 100

Aldo Patriciello

Draft opinion
Paragraph 4 – point a (new)

Draft opinion

Amendment

4a. Calls furthermore on the Commission to submit a legislative proposal to develop the single market in innovative solutions for urban mobility;

Or. it

Amendment 101
Ulrike Müller

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Calls on the Commission and the Member States, when devising urban mobility concepts, to allow not only for intra-urban logistics, but also, and in particular, for the use of electric propulsion systems in local public transport, since these could do much to reduce pollutant and GHG emissions;

Or. de

Amendment 102
Marcus Pretzell

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Recommends Member States to encourage their regional, local and municipal authorities to consider improving traffic planning and management, especially as far as

*synchronising traffic lights is concerned,
so that motor vehicles are no more forced
to emit surplus CO2 at needless halts;*

Or. en

Amendment 103

Mireille D'Ornano, Jean-François Jalkh, Sylvie Goddyn

Draft opinion

Paragraph 5

Draft opinion

Amendment

5. Calls on the Commission and Member States to make the award of contracts for transport and logistics services conditional on the application of the highest sustainability criteria.

deleted

Or. fr

Amendment 104

Gesine Meissner

Draft opinion

Paragraph 5

Draft opinion

Amendment

5. Calls on the Commission and Member States to *make the award of* contracts for transport and logistics services *conditional on the application of the highest sustainability criteria.*

5. Calls on the Commission and Member States to *pay particular attention to sustainability criteria when awarding* contracts for transport and logistics services.

Or. en

Amendment 105

Marcus Pretzell

Draft opinion

Paragraph 5

Draft opinion

5. ***Calls on the Commission and*** Member States to ***make the award of*** contracts for transport and logistics services ***conditional on the application of the highest sustainability criteria.***

Amendment

5. ***Recommends*** Member States to ***consider economic and environmental sustainability when awarding*** contracts for transport and logistics services;

Or. en

Amendment 106

Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

**Draft opinion
Paragraph 5**

Draft opinion

5. Calls on the Commission ***and*** Member States to ***make the award of*** contracts for transport and logistics ***services conditional on the application of the highest sustainability criteria.***

Amendment

5. Calls on the Commission, Member States ***and local and regional authorities*** to ***take into account sustainability criteria when awarding public*** contracts ***concerning*** transport and logistics;

Or. fr

Amendment 107

Marcus Pretzell

**Draft opinion
Paragraph 5 a (new)**

Draft opinion

Amendment

5a. Recalls that generating sustainable urban mobility falls within the competence of local municipalities, which is highly reasonable as being well grounded in both local situation and potential problems, they are best placed to develop the individual solutions that are

most appropriate to each town or city;

Or. en

Amendment 108

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. Calls on Member States to draft and implement management plans to ensure the sustainability of logistics services such as goods distribution in urban areas;

Or. it

Amendment 109

Iratxe García Pérez

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. Calls on the Commission to make assessments, within the Member States' individual plans, regarding the siting of stations used to measure and monitor atmospheric pollution in the main urban agglomerations with air quality problems, bearing in mind that because stations are badly sited, data are very often rendered inaccurate and to that extent could create a public health risk;

Or. es

Amendment 110

Carlos Zorrinho

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Calls on the Commission and the Member States to encourage the use of support programmes for research, innovation, industrial modernisation, and urban renewal with a view to developing new technologies, new business models, and new integrated sustainable urban mobility practices;

Or. pt

Amendment 111
Gesine Meissner

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Calls for innovative urban logistic concepts for example by barges, two-wheelers or cable cars to reduce pollution and congestion;

Or. en

Amendment 112
Renata Briano, Damiano Zoffoli, Nicola Caputo, Massimo Paolucci, Simona Bonafè

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Calls on the Commission and Member States to promote research into ecologically sustainable alternatives to the use of traditional fuels and to encourage exchanges of best practices among conurbations;

Amendment 113

Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. Calls on the Commission to increase its financial support for the development of innovative solutions addressing the challenges of urban mobility; welcomes, in this connection, the current initiatives financed by the Horizon 2020 research framework programme, in particular the Civitas 2020, Smart Cities and Communities and Green Vehicles European partnerships; believes that the LIFE 2014-2020 programme should also allow the financing of initiatives encouraging specific action to promote sustainable urban mobility and protection of the environment;

Or. fr

Amendment 114

Mireille D'Ornano, Sylvie Goddyn, Jean-François Jalkh

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. Stresses that the Member States and local authorities are the most effective levels at which to pursue efforts on sustainable urban mobility;

Or. fr

Amendment 115

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5b. Calls on Member States to promote active participation by citizens in drawing up urban mobility plans;

Or. it

Amendment 116

Carlos Zorrinho

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5b. Urges the Commission to develop links between urban mobility, the new Digital Agenda, and the Energy Union by promoting and encouraging investment in intelligent, sustainable mobility, making use of tools encompassed within the Internet of Things and the new smart energy grids;

Or. pt

Amendment 117

Michel Dantin, Angélique Delahaye, Françoise Grossetête, Aldo Patriciello, Elisabetta Gardini

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5b. Considers that the Juncker Plan

should play a key role in financing sustainable urban transport and infrastructure projects and calls on the Commission and the Member States to develop the necessary synergies with the various sources of financing available and the priorities and objectives laid down at local, national and European level;

Or. fr

Amendment 118

Mireille D'Ornano, Sylvie Goddyn, Jean-François Jalkh

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5b. Warns of the risk of increased pollution from the enhanced interconnection of transport networks in the EU;

Or. fr

Amendment 119

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 5 c (new)

Draft opinion

Amendment

5c. Calls on Member States to promote infomobility, and to facilitate the purchase of transport tickets through a widely distributed network of sales outlets and the exploitation of IT for the purchase of electronic tickets;

Or. it

Amendment 120

Eleonora Evi, Marco Affronte, Piernicola Pedicini, Daniela Aiuto

Draft opinion

Paragraph 5 d (new)

Draft opinion

Amendment

5d. Calls on Member States to promote cycling by constructing physically separated cycle paths, interchange stations for transfer between bicycles and public transport and bicycle parks;

Or. it