



**2015/2348(INI)**

11.10.2016

# **AMENDMENTS**

## **1 - 63**

**Draft opinion**

**Damiano Zoffoli**

(PE587.801v01-00)

Logistics in the EU and multimodal transport in the new TEN-T corridors  
(2015/2348(INI))



## Amendment 1

Eleonora Evi, Piernicola Pedicini, Daniela Aiuto, Marco Affronte

### Draft opinion

#### Paragraph 1

##### *Draft opinion*

1. Stresses the link between the TEN-T infrastructure network and the development of logistics, as well as the opportunities this can offer to improve performance in the field of logistics and multimodal transport;

##### *Amendment*

1. Stresses the link between the TEN-T infrastructure network and the development of logistics, as well as the opportunities this can offer to improve performance in the field of logistics and multimodal transport, ***acknowledging also the economic, social and environmental risks that certain public or private projects aimed at improving the performance of logistics may entail, particularly if such projects are over-dimensioned;***

Or. en

## Amendment 2

Damiano Zoffoli

### Draft opinion

#### Paragraph 1

##### *Draft opinion*

1. Stresses the link between the TEN-T infrastructure network and the development of logistics, as well as the opportunities ***this*** can offer to improve performance in the field of logistics and multimodal transport;

##### *Amendment*

1. Stresses the link between the TEN-T infrastructure network and the development of logistics, as well as the opportunities ***that network*** can offer to improve performance in the field of logistics and multimodal transport ***through better use and maintenance of the physical and digital infrastructure already in place;***

Or. it

## Amendment 3

Eleonora Evi, Piernicola Pedicini, Daniela Aiuto, Marco Affronte

**Draft opinion**  
**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1a. Urges the Member States to ensure that any project aimed at improving the performance of logistics and any project involving the construction of new or the modernization of existing infrastructures linked to the TEN-T corridors is subjected to a life-cycle assessment with regard to its long-term economic and environmental performance, in the interest of avoiding investment failures;***

Or. en

**Amendment 4**  
**Kateřina Konečná, Merja Kyllönen**

**Draft opinion**  
**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1a. Stresses that TEN-T should be considered as a crucial instrument to meet the decarbonisation objective of the European transport policy;***

Or. en

**Amendment 5**  
**Eleonora Evi, Daniela Aiuto, Marco Affronte, Piernicola Pedicini**

**Draft opinion**  
**Paragraph 1 b (new)**

*Draft opinion*

*Amendment*

***1b. Considers that prioritising the recovery, the modernisation and the strengthening of already existing interconnections, facilities and***

*infrastructures should be the starting point of any action undertaken by the Member States and the Commission with the view to improve the performance of logistics in the context of TEN-T corridors;*

Or. en

## **Amendment 6**

**Eleonora Evi, Daniela Aiuto, Marco Affronte, Piernicola Pedicini**

### **Draft opinion**

#### **Paragraph 2**

##### *Draft opinion*

2. ***Stresses*** that the transport sector in the EU accounts for about one-quarter of greenhouse gas emissions and that an 80% increase in freight transport activity is ***expected*** by 2050;

##### *Amendment*

2. ***Observes*** that the transport sector in the EU accounts for about one-quarter of greenhouse gas emissions and that an 80% increase in freight transport activity is ***foreseen*** by 2050; ***urges the Commission and the Member States to increase the efforts aimed at encouraging multi-modal transport, inter-operability and socially and environmentally sustainable projects aimed at favouring the shift from road to rail freight transport, in order to reduce the effects that the physical circulation of goods and services in the internal market has on climate change and on air quality;***

Or. en

## **Amendment 7**

**Anneli Jäätteenmäki, Ulrike Müller, Jasenko Selimovic, Iskra Mihaylova**

### **Draft opinion**

#### **Paragraph 2**

##### *Draft opinion*

2. **Stresses** that the transport sector in the EU accounts for about one-quarter of greenhouse gas emissions and that an 80%

##### *Amendment*

2. **Stresses** that the transport sector in the EU accounts for about one-quarter of greenhouse gas emissions and that an 80%

increase in freight transport activity is expected by 2050;

increase in freight transport activity is expected by 2050; ***believes that substituting fossil fuels in transport's energy supply will enhance the environmental performance of the sector; further underlines that European transport policy can deliver an important contribution to achieving the COP 21 Paris Agreement objectives and the Union's long-term climate goals;***

Or. en

**Amendment 8**  
**Michel Dantin**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Stresses that the transport sector in the EU accounts for about one-quarter of greenhouse gas emissions and that an 80% increase in freight transport activity is expected by 2050;

*Amendment*

2. Stresses that the transport sector in the EU accounts for about one-quarter of greenhouse gas emissions, ***that it uses 94% of oil and makes the EU more dependent on outside sources of energy,*** and that an 80% increase in freight transport activity is expected by 2050;

Or. fr

**Amendment 9**  
**Damiano Zoffoli**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Stresses that the transport sector in the EU accounts for about one-quarter of greenhouse gas emissions and that ***an 80% increase in freight transport activity is expected by 2050;***

*Amendment*

2. Stresses that the transport sector in the EU accounts for about one-quarter of greenhouse gas emissions and that ***around 70% increase in freight transport activity (including international shipping) is projected for 2010-2050 under current***

*trends and adopted policies;*

Or. en

**Amendment 10**

**Ulrike Müller, Jasenko Selimovic, Anneli Jäätteenmäki**

**Draft opinion**

**Paragraph 2**

*Draft opinion*

2. Stresses that the transport sector in the EU accounts for about one-quarter of greenhouse gas emissions and that an 80% increase in freight transport activity is expected by 2050;

*Amendment*

2. Stresses that the transport sector in the EU accounts for about one-quarter of greenhouse gas emissions, ***that 95% of the energy used in EU transport sector is oil derived*** and that an 80% increase in freight transport activity is expected by 2050;

Or. en

**Amendment 11**

**Eleonora Evi, Piernicola Pedicini, Marco Affronte, Daniela Aiuto**

**Draft opinion**

**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

***2a. Observes that the current prospects for the growth of the freight transport on the TEN-T Core Network Corridors (CNCs) are in some cases too optimistic while in some others are either outdated or showing contradictory results; therefore calls for a comprehensive review of the prospects for freight development in the EU, based on up-to-date information concerning goods and passengers flows for each relevant project;***

Or. en

**Amendment 12**  
**Kateřina Konečná, Merja Kyllönen**

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

*Draft opinion*

*Amendment*

**2a.** *Stresses that every single transport project funded with EU money should contribute to the decarbonisation i.e. reduction of greenhouse gas emissions, established through a transparent and open methodology;*

Or. en

**Amendment 13**  
**Eleonora Evi, Piernicola Pedicini, Daniela Aiuto, Marco Affronte**

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

*Draft opinion*

*Amendment*

**2b.** *Stresses that further measures are needed to make road transport more efficient and environmentally friendly in the logistic chain; to this aim, asks the Commission and the Member States adopt incentivising schemes for prompting a quick shift toward the reconversion of heavy commercial and heavy duty vehicles to a cleaner and alternative powertrain, at the same time ensuring the compliance with social and safety standards; insists that the core-networks corridors be provided at least with alternative filling stations and safe truck parking areas;*

Or. en

**Amendment 14**  
**Anneli Jäätteenmäki, Ulrike Müller, Jasenko Selimovic, Iskra Mihaylova**



**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Notes that the challenge for the EU with regard to logistics will be to reduce the environmental impact of freight transport, especially road haulage, which accounts for two-thirds of all greenhouse gas emissions, by reducing air and noise pollution and increasing efficiency in line with the COP 21 agreement;

*Amendment*

3. Notes that the challenge for the EU with regard to logistics will be to reduce the environmental impact of freight transport, especially road haulage, which accounts for two-thirds of all greenhouse gas emissions, by reducing air and noise pollution and increasing efficiency in line with the COP 21 agreement; ***underlines that transport infrastructure shapes mobility behaviours; further notes that enhanced multimodality and efficient freight logistics will facilitate the modal shift and effectively contribute to the decarbonisation of transport;***

Or. en

**Amendment 15**

**Eleonora Evi, Piernicola Pedicini, Daniela Aiuto, Marco Affronte**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. ***Notes*** that the challenge for the EU with regard to logistics ***will*** be to ***reduce*** the environmental impact of freight transport, especially road haulage, which accounts for two-thirds of all greenhouse gas emissions, by reducing air and noise pollution and increasing efficiency in line with the ***COP 21 agreement;***

*Amendment*

3. ***Considers*** that the ***main*** challenge for the EU ***and the Member States*** with regard to logistics ***should*** be to ***minimize*** the environmental impact of freight transport, especially road haulage, which accounts for two-thirds of all greenhouse gas emissions, by reducing air and noise pollution and increasing efficiency, in line with the ***Paris Agreement, the ratification of which by the EU has recently triggered its entry into force;***

Or. en

**Amendment 16**  
**Biljana Borzan**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Notes that the challenge for the EU with regard to logistics will be to reduce the environmental impact of freight transport, especially road haulage, which accounts for two-thirds of all greenhouse gas emissions, by reducing air and noise pollution and increasing efficiency in line with the COP 21 agreement;

*Amendment*

3. Notes that the challenge for the EU with regard to logistics will be to reduce the environmental **and public health** impact of freight transport, especially road haulage, which accounts for two-thirds of all greenhouse gas emissions, by reducing air and noise pollution and increasing efficiency in line with the COP 21 agreement;

Or. hr

**Amendment 17**  
**Damiano Zoffoli**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Notes that the challenge for the EU with regard to logistics will be to reduce the environmental impact of freight transport, especially road haulage, which accounts for **two-thirds of all** greenhouse gas emissions, by reducing air and noise pollution and increasing efficiency in line with the COP 21 agreement;

*Amendment*

3. Notes that the challenge for the EU with regard to logistics will be to reduce the environmental impact of freight transport, especially road haulage, which accounts for **around one-quarter of road transport** greenhouse gas emissions, by reducing air and noise pollution and increasing efficiency in line with the COP 21 agreement;

Or. en

**Amendment 18**  
**Eleonora Evi, Daniela Aiuto, Marco Affronte, Piernicola Pedicini**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

**3a.** *Considers of utmost importance to guarantee that the development of logistics does not induce the worsening of life conditions, especially for people already exposed to high levels of pollution. Therefore asks the Member States to ensure that an health impact assessment is properly carried out in the context of authorization procedures for logistics-related projects and that health risks are duly considered by decision-makers;*

Or. en

**Amendment 19**

**Ulrike Müller, Jasenko Selimovic, Anneli Jäätteenmäki**

**Draft opinion**

**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

**3a.** *Stresses the positive contribution of establishing LNG as an alternative to diesel to emission reduction in road freight transport; therefore calls for an assessment of necessary fuelling infrastructure along the TEN-T corridors; however stresses the need to avoid technological lock-in, as LNG should be considered as a transitional fuel until alternative drives such as battery electric and fuel cell drives are competitive in cost and range;*

Or. en

**Amendment 20**

**Kateřina Konečná**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

**3a.** *Stresses that biodiversity concerns should be much better integrated into the TEN-T planning methodology and the implementation of the projects. EU public funding should be made fully conditional upon maximum effort to avoid areas of high nature and biodiversity value;*

Or. en

**Amendment 21**  
**Christofer Fjellner**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

**3a.** *Recalls that greenhouse gas emissions from international transport are best tackled with global measures;*

Or. en

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

**Draft opinion**  
**Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

**3b.** *Urges the Member States to guarantee that the development of logistics, multimodal transport and combined transport in the context TEN-T corridors does not affect the integrity of protected areas and sites, especially of those belonging to the Natura 2000 ecological network, in order not to*

*frustrate all the efforts being made with the view to achieve conservation objectives for protected species and habitats and, more generally, to halt biodiversity loss across the EU;*

Or. en

**Amendment 23**

**Eleonora Evi, Piernicola Pedicini, Marco Affronte, Daniela Aiuto**

**Draft opinion**

**Paragraph 3 c (new)**

*Draft opinion*

*Amendment*

*3c. Considers that projects on logistic infrastructures in the context of TEN-T corridors shall be authorized only if a full and comprehensive Environmental Impact Assessment (EIA) is carried out and if the respect of any other relevant provision of EU law is guaranteed. In this regards, urges the Commission to monitor closely the transposition process of the new EIA Directive (i.e. Directive 2014/52/EU); urges the Member States to adopt adequate implementing measures; underlines that the EIA Directive, as amended, requires that EIA procedures shall identify, describe and assess the direct and indirect significant effects of projects, inter alia, in terms of greenhouse gas emissions;*

Or. en

**Amendment 24**

**Eleonora Evi, Marco Affronte, Daniela Aiuto, Piernicola Pedicini**

**Draft opinion**

**Paragraph 3 d (new)**

**3d. Stresses that public participation and public information in decision-making processes concerning the development of logistics and infrastructures in the UE are key areas where improvements need to be made. To this effect, urges the Member States to ensure the inclusion of local populations and of public interest advocacy groups in the context of Strategic Environmental Assessment (SEA) procedures; invites the Commission to make sure that access to documents pursuant to Regulation (EC) n. 1049/2001 is made simple for any citizen and for any institution at any level, in order to guarantee the full transparency on the expenditure of EU financial resources; reminds the Commission and the Member States that when access is justified on the ground of serious health and/or environmental concerns, these should always override any reason for non-disclosure aimed at safeguarding competition or the privacy of commercial data;**

Or. en

**Amendment 25**

**Eleonora Evi, Marco Affronte, Daniela Aiuto, Piernicola Pedicini**

**Draft opinion**

**Paragraph 3 e (new)**

**3e. Stresses that the so-called "corridor forums" are falling short in ensuring the sound environmental assessment of projects as well as the proper involvement of local communities and interested stakeholders; therefore calls the Commission and the Member States to make sure that such "forums"**

*deliver thorough environmental assessments and to guarantee that the concerns expressed by local communities and interested stakeholders are adequately reflected in project decisions;*

Or. en

## **Amendment 26**

**Ulrike Müller, Jasenko Selimovic**

### **Draft opinion**

#### **Paragraph 4**

##### *Draft opinion*

4. Calls on the Commission to make rail freight services more competitive by means of fully interoperable and interconnected rail networks and to do the same for inland waterway, sea-river and maritime transport, enabling each to operate on equal terms, and urges it to promote multimodal transport;

##### *Amendment*

4. Calls on the Commission to make rail freight services more competitive by means of fully interoperable and interconnected rail networks and to do the same for inland waterway, sea-river and maritime transport, enabling each to operate on equal terms, and urges it to promote multimodal transport; ***calls the Commission and member states to at the same time speed up and strengthen measures to reduce rail freight noise due to the adverse health effects, considering that by now nearly seven million people in the EU are exposed to rail noise levels above excess exposure threshold;***

Or. en

## **Amendment 27**

**Herbert Dorfmann**

### **Draft opinion**

#### **Paragraph 4**

##### *Draft opinion*

4. Calls on the Commission to make rail freight services more competitive by means of fully interoperable and

##### *Amendment*

4. Calls on the Commission to make rail freight services more competitive by means of fully interoperable and

interconnected rail networks and to do the same for inland waterway, sea-river and maritime transport, enabling each to operate on equal terms, and urges it to promote multimodal transport;

interconnected rail networks ***and though adoption of the regulatory provisions necessary to guarantee equal access thereto for all companies*** and to do the same for inland waterway, sea-river and maritime transport, enabling each to operate on equal terms, and urges it to promote multimodal transport;

Or. de

**Amendment 28**  
**Aldo Patriciello**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Calls on the Commission to make rail freight services more competitive by means of fully interoperable and interconnected rail networks and to do the same for inland waterway, sea-river and maritime transport, enabling each to operate on equal terms, and urges it to promote multimodal transport;

*Amendment*

4. Calls on the Commission to make rail freight services more competitive by means of fully interoperable and interconnected rail networks and to do the same for inland waterway, sea-river and maritime transport, enabling each to operate on equal terms, and urges it to promote, ***provide incentives for and step up the use of*** multimodal transport ***systems***;

Or. it

**Amendment 29**  
**Notis Marias**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Calls on the Commission to make rail freight services more ***competitive*** by means of fully interoperable and interconnected rail networks and to do the same for inland waterway, sea-river and

*Amendment*

4. Calls on the Commission to make rail freight services more ***streamlined and efficient*** by means of fully interoperable and interconnected rail networks and to do the same for inland waterway, sea-river



maritime transport, enabling each to operate on equal terms, and urges it to promote multimodal transport;

and maritime transport, enabling each to operate on equal terms, and urges it to promote multimodal transport;

Or. el

**Amendment 30**  
**Damiano Zoffoli**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Calls on the Commission to make rail freight services more competitive by means of fully interoperable and interconnected rail networks and to do the same for inland waterway, sea-river and *maritime* transport, enabling each to operate on equal terms, and urges it to promote multimodal transport;

*Amendment*

4. Calls on the Commission to make rail freight services more competitive by means of fully interoperable and interconnected rail networks and to do the same for inland waterway, sea-river, *maritime* and *air* transport, enabling each to operate on equal terms, and urges it to promote multimodal *and intermodal* transport;

Or. it

**Amendment 31**  
**Damiano Zoffoli**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*4a. Points out that, with a view to making modal transfers and goods transport logistics more efficient and more sustainable, action needs to be taken throughout transport networks to ensure seamless connections between the various means of transport used, to simplify services and ensure they are reliable and to remove legislative, technical and operational barriers;*

*Amendment*

**Amendment 32**

**Eleonora Evi, Marco Affronte, Daniela Aiuto, Piernicola Pedicini**

**Draft opinion**

**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

***4a. Stresses the need to concentrate major efforts on the revitalization of railways and on the strengthening of inland waterways (IWW) as a priority for the EU's sustainable transport strategy; given that since the beginning of the economic crisis railways, in particular, have been constantly losing their market share, believes that the Member States and the Commission should propose new and non-discriminatory initiatives aimed at supporting the development of this sector across Europe; reminds the Commission and the Member States of the ambitious objectives established in the 2011 White Paper on Transport (COM(2011)0144), which include shifting 30% of road freight transported over 300 km to rail and IWW by 2030, and 50% by 2050;***

Or. en

**Amendment 33**

**Inmaculada Rodríguez-Piñero Fernández, Soledad Cabezón Ruiz**

**Draft opinion**

**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

***4a. Stresses the importance of interconnections between maritime ports and other transport modes, especially rail, with a view to encouraging the use of***

*more environmentally friendly modes,  
enhancing intermodality and cutting CO2  
emissions;  
calls on the Commission to focus on  
improving interconnections with seaports  
that are seeking to develop links to rail  
and TEN-T corridors;*

Or. es

**Amendment 34**  
**Michel Dantin**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

*4a. Points to the potential of  
electrification in the decarbonisation of  
transport and to its affordable cost;  
advocates the development of  
electromobility in urban and rural areas  
and along TEN-T corridors, including the  
installation of interoperable fast charging  
stations on European clean mobility  
corridors;*

Or. fr

**Amendment 35**  
**Ulrike Müller, Jasenko Selimovic, Gesine Meissner, Anneli Jäätteenmäki,**

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

*Draft opinion*

*Amendment*

5. Stresses the importance of investment in last-mile logistics and more ecological logistics hubs, especially in urban areas and ports, and of efforts to simplify administrative procedures;

5. Stresses the importance of investment in last-mile logistics and more ecological logistics hubs, especially in urban areas and ports, and of efforts to simplify administrative procedures;  
*stresses that the use of electric light-duty commercial vehicles in last mile logistics reduces CO2-emissions in general as well as local pollutant and noise emissions in*

*particular and therefore makes a positive contribution to urban air quality; therefore stresses the need for charging infrastructure at logistics hubs;*

Or. en

### **Amendment 36**

**Anneli Jäätteenmäki, Jasenko Selimovic, Iskra Mihaylova**

#### **Draft opinion**

#### **Paragraph 5**

##### *Draft opinion*

5. Stresses the importance of investment in last-mile logistics and more ecological logistics hubs, especially in urban areas and ports, and of efforts to simplify administrative procedures;

##### *Amendment*

5. Stresses the importance of investment in last-mile logistics and more ecological logistics hubs, especially in urban areas and ports, and of efforts to simplify administrative procedures; *points out the potential of inland navigation and the maritime dimension of the TEN-T to reduce the environmental impact of the transport sector;*

Or. en

### **Amendment 37**

**Damiano Zoffoli**

#### **Draft opinion**

#### **Paragraph 5**

##### *Draft opinion*

5. Stresses the importance of investment in last-mile logistics and more ecological logistics hubs, especially in urban areas and ports, and of efforts to simplify administrative procedures;

##### *Amendment*

5. Stresses the importance of investment in last-mile logistics and more ecological logistics hubs, especially in urban areas and ports, and of efforts to simplify administrative *and customs clearance* procedures *in order to cut overall transport times and costs;*

Or. it

**Amendment 38**  
**Michel Dantin**

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

*Draft opinion*

5. Stresses the importance of investment in last-mile logistics and more ecological logistics hubs, especially in urban areas and ports, and of efforts to simplify administrative procedures;

*Amendment*

5. Stresses the importance of investment in last-mile logistics, ***including electric transport modes***, and more ecological logistics hubs, especially in urban areas and ports, and of efforts to simplify administrative procedures;

Or. fr

**Amendment 39**  
**Notis Marias**

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

*Draft opinion*

5. Stresses the importance of investment in last-mile logistics and more ecological logistics hubs, especially in urban areas and ports, and of efforts to simplify administrative procedures;

*Amendment*

5. Stresses the importance of investment in last-mile logistics and more ***rational and*** ecological logistics hubs, especially in urban areas and ports, and of efforts to simplify administrative procedures;

Or. el

**Amendment 40**  
**Michel Dantin**

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

*Draft opinion*

*Amendment*

***5a. Points to the importance of having***

*a single standard method for measuring greenhouse gas emissions along the entire supply chain for all modal transport solutions; calls on the Commission to open EU-wide discussions with a view to obtaining better information about the carbon footprint of logistics;*

Or. fr

**Amendment 41**  
**Damiano Zoffoli**

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

*Draft opinion*

*Amendment*

*5a. Stresses the importance of better integration between urban hubs and the main corridors, given that most journeys start and end in urban areas;*

Or. it

**Amendment 42**  
**Damiano Zoffoli**

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

*Draft opinion*

*Amendment*

*5b. Calls on the Commission to foster the development in town centres of innovative transport schemes involving, for example, the use of electric vehicles and renewable energy sources and the development of alternative fuels and the necessary infrastructure;*

Or. it

## Amendment 43

Eleonora Evi, Marco Affronte, Daniela Aiuto, Piernicola Pedicini

### Draft opinion

#### Paragraph 6

##### *Draft opinion*

6. Stresses the role that research and innovation can play in developing environmentally sustainable and digitised logistics and ensuring greater interoperability and interconnectivity of IT systems and services;

##### *Amendment*

6. Stresses the role that research and innovation can play in developing environmentally sustainable and digitised logistics and ensuring greater interoperability and interconnectivity of IT systems and services; ***therefore, urges the Commission to propose a framework for electronic information exchange and transport management in multimodal transport (e-freight) in order to facilitate a simplified, paperless, seamless and transparent information flow among businesses and authorities;***

Or. en

## Amendment 44

Nicola Caputo

### Draft opinion

#### Paragraph 6 a (new)

##### *Draft opinion*

##### *Amendment*

***6a. Stresses that technological innovation offers a means of moving more quickly and more cheaply towards a more efficient and sustainable European transport system by focusing on three main factors, namely: vehicle efficiency, addressed through the use of new engines, materials and design; cleaner energy use, addressed through the introduction of new fuels and drive systems; and better use of transport networks, addressed through the deployment of information and communication technology;***

Or. it

**Amendment 45**

**Ulrike Müller, Jasenko Selimovic, Gesine Meissner, Anneli Jäätteenmäki**

**Draft opinion**

**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

***6a. Stresses the potential of automated driving and "platooning" (grouping divers vehicles) in road freight transport, as it allows better use of slipstream and thereby reduces emissions and increases the capacity of roads; calls for further support for research and development in that area, notably for necessary digital infrastructure and calls for a coherent legislative framework on EU level;***

Or. en

**Amendment 46**

**Damiano Zoffoli**

**Draft opinion**

**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

***6a. Emphasises how important it is to the transport and logistics sector for the digital single market to be completed and in particular for high-availability, high-reliability and high-stability connectivity to be provided throughout the TEN-T network and along rail corridors;***

Or. it

**Amendment 47**

**Kateřina Konečná**



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

*Draft opinion*

*Amendment*

**6a. Recalls that social, environmental and economic aspects must be taken into consideration when assessing projects; stresses the need to guarantee that planned infrastructure meets real needs, that it will be used appropriately and that it will not be a burden on the environment;**

Or. cs

**Amendment 48**  
**Nicola Caputo**

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

*Draft opinion*

*Amendment*

**6b. Calls on the Commission to devise a new innovation and deployment strategy for the transport sector, in close synergy with the Strategic Energy Technology Plan (SET-Plan), with a view to identifying appropriate governance and financing instruments and ensuring the rapid deployment of research results;**

Or. it

**Amendment 49**  
**Damiano Zoffoli**

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

*Draft opinion*

*Amendment*

**6b. Draws attention also to the impact that digital mobility and intelligent transport system (ITS) solutions could have in terms of cutting emissions and**

**Amendment 50**

**Ulrike Müller, Jasenko Selimovic, Anneli Jäätteenmäki**

**Draft opinion**

**Paragraph 7**

*Draft opinion*

7. Calls on the Commission to facilitate access to ***data concerning traffic flow*** along the corridors ***and*** use of multimodal transport and to ***involve*** operators in this sector;

*Amendment*

7. Calls on the Commission to facilitate access to ***traffic-related data for public and private actors such as digital map and navigation service providers*** along the corridors, ***considering that these services are key to enable intermodal transport, more efficient routing and automated driving, calls on the Commission to identify further obstacles to the use of multimodal transport and to propose corresponding measures, involving operators in this sector in the process; stresses the need for a coherent legislative approach on EU level;***

**Amendment 51**

**Damiano Zoffoli**

**Draft opinion**

**Paragraph 7**

*Draft opinion*

7. Calls on the Commission to facilitate access to data concerning traffic flow along the corridors and use of multimodal transport and to ***involve*** operators in this sector;

*Amendment*

7. Calls on the Commission to facilitate access to ***and sharing of*** data concerning traffic flow along the corridors and use of multimodal transport, ***in particular for SMEs***, and to ***secure greater involvement of operators in this sector and public authorities, in particular local authorities and businesses, in order to***

*improve supply chain management and make more efficient use of resources and infrastructure, including by pooling best practice;*

Or. it

**Amendment 52**  
**Michel Dantin**

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

*Draft opinion*

7. Calls on the Commission to *facilitate access to* data concerning traffic flow along the corridors and use of multimodal transport and to involve operators in this sector;

*Amendment*

7. *Points out that the digitalisation of services has a role to play in encouraging more environment-friendly multimodal transport solutions;* calls on the Commission to *assist the development of a collection system for* data concerning traffic flow along the corridors and use of multimodal transport, *to facilitate access to such data*, and to involve operators in this sector;

Or. fr

**Amendment 53**  
**Anneli Jäätteenmäki, Jasenko Selimovic, Iskra Mihaylova**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

7a. *Points out that transport regulation is currently tied to the mode of transport and falls under the remit of different international bodies (such as IMO or ICAO); further notes that the overall review and development of the multimodal transport system is challenging because of the many actors involved;*

*Amendment*

Or. en

**Amendment 54**  
**Jørn Dohrmann**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

**7a. Recommends that fitting of alcohol interlocks – with a small, scientifically-based range of tolerance for measurement – to all new types goods transport vehicles be made compulsory;**

Or. en

**Amendment 55**  
**Jørn Dohrmann**

**Draft opinion**  
**Paragraph 7 b (new)**

*Draft opinion*

*Amendment*

**7b. Calls on the Commission to prepare by 2017 a proposal for a Directive for the fitting of mandatory alcohol interlocks on all commercial and professional transport vehicles;**

Or. en

**Amendment 56**  
**Jørn Dohrmann**

**Draft opinion**  
**Paragraph 7 c (new)**

*Draft opinion*

*Amendment*

**7c. Calls for the adoption of legal measures involving the compulsory preventive use of alcohol interlocks in all**

*commercial goods vehicles or all buses  
and coaches;*

Or. en

**Amendment 57**

**Eleonora Evi, Piernicola Pedicini, Marco Affronte, Daniela Aiuto**

**Draft opinion**

**Paragraph 8**

*Draft opinion*

8. Calls on the Commission to make *available more resources and make more effective use of EU funding.*

*Amendment*

8. Calls on the Commission to make *sure that EU funding is used in an effective, economically efficient and rational manner so as to guarantee, inter alia, that final costs of infrastructures fully respect their ex ante financial assessment; underlines the need to preserve the financial resources of the EU and of its Member States; invites the Commission and the Member States refrain from allocating resources to projects which jeopardize human health, the environment and the sustainable development of local communities;*

Or. en

**Amendment 58**

**Damiano Zoffoli**

**Draft opinion**

**Paragraph 8**

*Draft opinion*

8. Calls on the Commission to make available more resources and make more effective use of EU funding.

*Amendment*

8. Calls on the Commission to make available more resources and make more effective use of EU funding, *in particular for projects seeking to lessen the environmental impact of the transport sector in general and goods transport in particular and for higher-risk projects, which are less attractive to private*

*investors;*

Or. it

**Amendment 59**

**Notis Marias**

**Draft opinion**

**Paragraph 8**

*Draft opinion*

8. Calls on the Commission to make available more resources and make more effective use of EU funding.

*Amendment*

8. Calls on the Commission to make available more resources, *especially for projects designed to improve interconnectivity with outlying regions* and make more effective use of EU funding.

Or. el

**Amendment 60**

**Herbert Dorfmann**

**Draft opinion**

**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

*8a. Calls on the Commission to introduce rail freight noise emission limits and more effective incentive schemes to encourage investment by rail companies in rolling stock noise reduction;*

Or. de

**Amendment 61**

**Nicola Caputo**

**Draft opinion**

**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

*8a. Stresses that projects in respect of which EU funding is provided should be*

*geared more closely to the need for minimal-environmental-impact transport infrastructure;*

Or. it

**Amendment 62**  
**Damiano Zoffoli**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

*8a. Calls on the Commission to take account of the impact that the spread of just-in-time practices is having on the environment, owing to the fact that they increase vehicle traffic;*

Or. it

**Amendment 63**  
**Damiano Zoffoli**

**Draft opinion**  
**Paragraph 8 b (new)**

*Draft opinion*

*Amendment*

*8b. Stresses the need, not least in view of the gradual move towards a circular economy, to integrate outbound and reverse logistics operations with a view to reducing overall vehicle movement volumes.*

Or. it