



2017/0290(COD)

13.4.2018

AMENDMENTS

41 - 108

Draft opinion

Michel Dantin

Common rules for certain types of combined transport of goods between
Member States

Proposal for a directive

(COM(2017)0648 – C8-0391/2017 – 2017/0290(COD))

Amendment 41

Nicola Caputo

Proposal for a directive

Recital 1

Text proposed by the Commission

(1) The negative impact of transport on air pollution, greenhouse gas emissions, accidents, noise and congestion continue to pose problems to the economy, health and well-being of European citizens. Despite the fact that road transport is the main contributor of those negative effects, road freight transport is estimated to grow by **60 per cent** by 2050.

Amendment

(1) ***Transport currently accounts for around 23.2% of total greenhouse gas emissions in the EU and, in 2014, road transport was responsible for 72.8% of the greenhouse gas emissions in the EU transport sector.*** The negative impact of transport on air pollution, greenhouse gas emissions, accidents, noise and congestion continue to pose problems to the economy, health and well-being of European citizens. Despite the fact that road transport is the main contributor of those negative effects, road freight transport is estimated to grow by **60%** by 2050.

Or. it

Amendment 42

Mireille D'Ornano

Proposal for a directive

Recital 1

Text proposed by the Commission

(1) The negative impact of transport on air pollution, greenhouse gas emissions, accidents, noise and congestion continue to pose problems to the economy, health and well-being of European citizens. Despite the fact that road transport is the main contributor of those negative effects, road freight transport is estimated to grow by 60 per cent by 2050.

Amendment

(1) The negative impact of transport on air pollution, ***including emissions of fine particulate matter,*** greenhouse gas emissions, accidents, noise and congestion continue to pose problems to the economy, health and well-being of European citizens. Despite the fact that road transport is the main contributor of those negative effects, road freight transport is estimated to grow by 60 per cent by 2050.

Or. fr

Amendment 43
Mireille D'Ornano

Proposal for a directive
Recital 1

Text proposed by the Commission

(1) The negative impact of transport on air pollution, greenhouse gas emissions, accidents, noise and congestion continue to pose problems to the economy, health and well-being of European citizens. Despite the fact that road transport is the main contributor of those negative effects, road freight transport is estimated to grow by 60 per cent by 2050.

Amendment

(1) The negative impact of transport on air pollution, greenhouse gas emissions, accidents, noise and congestion continue to pose problems to the economy, *the* health and well-being of European citizens *and the environment*. Despite the fact that road transport is the main contributor of those negative effects, road freight transport is estimated to grow by 60 per cent by 2050.

Or. fr

Amendment 44
Luke Ming Flanagan

Proposal for a directive
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) Increased road transport is a negative side-effect of globalisation, which tends to centralise manufacturing and production.

Or. en

Amendment 45
Luke Ming Flanagan

Proposal for a directive
Recital 1 b (new)

Text proposed by the Commission

Amendment

(1b) The proposed new major trade deals (Mercosur, TTIP, CETA etc.), if agreed and implemented, will inevitably result in a considerable increase in heavy-truck road-traffic.

Or. en

Amendment 46

Nils Torvalds, Anneli Jäätteenmäki, Carolina Punset, Jan Huitema, Frédérique Ries

Proposal for a directive

Recital 2

Text proposed by the Commission

(2) Reducing the negative impact of transport activities remains one of the main goals of the Union's transport policy. Council Directive 92/106/EEC²¹ which establishes measures to encourage the development of combined transport, is the only legislative act of the Union to directly incentivise the shift from road freight to lower emission transport modes such as inland waterways, maritime and rail.

²¹ Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (OJ L 368, 17.12.1992, p.38).

Amendment

(2) Reducing the negative impact of transport activities remains one of the main goals of the Union's transport policy. Council Directive 92/106/EEC²¹ which establishes measures to encourage the development of combined transport, is the only legislative act of the Union to directly incentivise the shift from road freight to lower emission transport modes such as inland waterways, maritime and rail. ***In order to further reduce the negative externalities of road freight, research into, and the sharing of best practices between Member States on solutions to better routing, network optimization, increases in load efficiency and the possibilities for the charging of external costs should be encouraged.***

²¹ Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (OJ L 368, 17.12.1992, p.38).

Or. en

Amendment 47
Mireille D'Ornano

Proposal for a directive
Recital 2

Text proposed by the Commission

(2) Reducing the negative impact of transport activities **remains** one of the main goals of the Union's transport policy. Council Directive 92/106/EEC²¹ which establishes measures to encourage the development of combined transport, is the only legislative act of the Union to directly incentivise the shift from road freight to lower emission transport modes such as inland waterways, maritime and rail.

²¹ Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (OJ L 368, 17.12.1992, p.38).

Amendment

(2) Reducing the negative impact of transport activities **must of course remain** one of the main goals of the Union's transport policy. Council Directive 92/106/EEC²¹ which establishes measures to encourage the development of combined transport, is the only legislative act of the Union to directly incentivise the shift from road freight to lower emission transport modes such as inland waterways, maritime and rail.

²¹ Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (OJ L 368, 17.12.1992, p.38).

Or. fr

Amendment 48
Mireille D'Ornano

Proposal for a directive
Recital 3

Text proposed by the Commission

(3) The goal of reaching 30% of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50% by 2050, in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, has been slower than

Amendment

(3) The goal of reaching 30% of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50% by 2050, in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, has been slower than

expected and according to the current projections, will not be reached.

expected and according to the current projections, will not be reached. *It is important to note that the liberalisation of freight under the first railway package has led, in some Member States, to a severe disruption in rail freight and a significant decrease in transported volumes, and a shift to other modes of transport, particularly road transport.*

Or. fr

Amendment 49

Nils Torvalds, Carolina Punset, Jan Huitema, Frédérique Ries

Proposal for a directive

Recital 3

Text proposed by the Commission

(3) The goal of reaching 30% of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50% by 2050, in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, has been slower than expected and according to the current projections, will not be reached.

Amendment

(3) The goal of reaching 30% of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50% by 2050, in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, has been slower than expected and according to the current projections, will not be reached. *Therefore, incentives to shift to zero- and low-emission road freight modes will be needed.*

Or. en

Amendment 50

Mireille D'Ornano

Proposal for a directive

Recital 4

Text proposed by the Commission

Amendment

(4) Directive 92/106/EEC has contributed to the development of the Union's policy on combined transport and has helped shift a considerable amount of freight away from road. Shortcomings in the implementation of that Directive, notably ambiguous language and outdated provisions, and the limited scope of its support measures, have significantly reduced its impact.

(4) Directive 92/106/EEC has contributed to the development of the Union's policy on combined transport and ***in some Member States*** has helped shift a considerable amount of freight away from road. Shortcomings in the implementation of that Directive, notably ambiguous language and outdated provisions, and the limited scope of its support measures, have significantly reduced its impact.

Or. fr

Amendment 51
Claudiu Ciprian Tănăsescu

Proposal for a directive
Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) This Directive should pave the way for efficient intermodal and multimodal freight services offering a level playing field for modes of transport.

Or. en

Amendment 52
Nils Torvalds, Anneli Jäätteenmäki, Carolina Punset, Jan Huitema, Frédérique Ries

Proposal for a directive
Recital 5

Text proposed by the Commission

Amendment

(5) Directive 92/106/EEC should be simplified and its implementation improved by reviewing the economic incentives to combined transport, with the aim of encouraging the shift of goods from road transport to modes which are more environmentally friendly, safer, more energy efficient and cause less congestion.

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In view of this, research on, and the sharing of, best practices on the shift from road to rail should be encouraged.

Or. en

Amendment 53
Mireille D'Ornano

Proposal for a directive
Recital 5

Text proposed by the Commission

(5) Directive 92/106/EEC should be **simplified and its implementation improved by reviewing** the economic incentives to combined transport, with the aim of encouraging the shift of goods from road transport to modes which are more environmentally friendly, safer, more energy efficient and cause less congestion.

Amendment

(5) Directive 92/106/EEC should be **repealed and the responsibility for managing this problem should fall to the Member States, which should review** the economic incentives to combined transport, with the aim of encouraging the shift of goods from road transport to modes which are more environmentally friendly, safer, more energy efficient and cause less congestion.

Or. fr

Amendment 54
Kateřina Konečná

Proposal for a directive
Recital 5

Text proposed by the Commission

(5) Directive 92/106/EEC should be simplified and its implementation improved by **reviewing** the economic incentives to combined transport, with the aim of encouraging the shift of goods from road transport to modes which are more environmentally friendly, safer, more energy efficient and cause less congestion.

Amendment

(5) Directive 92/106/EEC should be simplified and its implementation improved by **enhancing** the economic incentives to combined transport, with the aim of encouraging the shift of goods from road transport to **less polluting** modes which are **therefore** more environmentally friendly, safer, more energy efficient and cause less congestion.

Justification

The main aim in modifying Directive 92/106 is to allow a considerable shift of goods from road transport to less polluting modalities contributing to reducing greenhouse gas emissions

Amendment 55

Claudiu Ciprian Tănăsescu

Proposal for a directive**Recital 5***Text proposed by the Commission*

(5) Directive 92/106/EEC should be simplified and its implementation improved by reviewing the economic incentives to combined transport, with the aim of encouraging the shift of goods from road transport to modes which are more environmentally friendly, safer, more energy efficient and cause less congestion.

Amendment

(5) Directive 92/106/EEC should be simplified and its implementation improved by reviewing **and developing** the economic incentives to combined transport, with the aim of encouraging the shift of goods from road transport to modes which are more environmentally friendly, safer, more energy efficient and cause less congestion.

Amendment 56

Mireille D'Ornano

Proposal for a directive**Recital 6***Text proposed by the Commission*

(6) The volume of national intermodal operations constitutes 19,3% of the total intermodal transport in the Union. Such operations currently do not benefit from the support measures provided by Directive 92/106/EEC because of the limited scope of the definition of combined transport. However, the negative effect of national road transport operations, and notably greenhouse gas emissions and congestion,

Amendment

(6) The volume of national intermodal operations constitutes 19,3% of the total intermodal transport in the Union. Such operations currently do not benefit from the support measures provided by Directive 92/106/EEC because of the limited scope of the definition of combined transport. However, the negative effect of national road transport operations, and notably greenhouse gas emissions and congestion,

have an impact beyond the national borders. *Therefore it is necessary to broaden the scope of Directive 92/106/EEC to national (intra-Member State) combined transport operations in order to support the further development of combined transport in the Union, hence an increase in the modal shift from road to rail, inland waterways and short sea shipping.*

have an impact beyond the national borders.

Or. fr

Amendment 57
Mireille D'Ornano

Proposal for a directive
Recital 6

Text proposed by the Commission

(6) The volume of national intermodal operations constitutes 19,3% of the total intermodal transport in the Union. Such operations currently do not benefit from the support measures provided by Directive 92/106/EEC because of the limited scope of the definition of combined transport. However, the negative effect of national road transport operations, and notably greenhouse gas emissions and congestion, have an impact beyond the national borders. Therefore it is necessary to broaden the scope of Directive 92/106/EEC to national (intra-Member State) combined transport operations in order to support the further development of combined transport in the Union, hence an increase in the modal shift from road to rail, inland waterways and short sea shipping.

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Or. fr

Amendment 58
Mireille D'Ornano

Proposal for a directive
Recital 8

Text proposed by the Commission

(8) The current definition of combined transport includes different distance limits for the road legs of a combined transport operation, according to the mode of the non-road leg, and, for rail, the absence of a fixed distance limit but instead takes account of the notion of “nearest suitable terminal” to provide some flexibility to take account of specific situations. That definition has raised many difficulties in its implementation due to various interpretations and specific difficulties to establish the conditions for implementation. It would be useful to lift those ambiguities while also ensuring that some measure of flexibility is retained.

Amendment

(8) The current definition of combined transport includes different distance limits for the road legs of a combined transport operation, according to the mode of the non-road leg, and, for rail, the absence of a fixed distance limit but instead takes account of the notion of “nearest suitable terminal” to provide some flexibility to take account of specific situations. That definition has raised many difficulties in its implementation due to various interpretations and specific difficulties to establish the conditions for implementation. It would be useful to lift those ambiguities while also ensuring that some measure of flexibility is retained.
Removing these ambiguities must not, however, undermine the objective of simplifying the regulatory framework.

Or. fr

Amendment 59
Mireille D'Ornano

Proposal for a directive
Recital 8

Text proposed by the Commission

(8) The current definition of combined transport includes different distance limits for the road legs of a combined transport operation, according to the mode of the non-road leg, and, for rail, the absence of a fixed distance limit but instead takes account of the notion of “nearest suitable terminal” to provide some flexibility to

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take account of specific situations. That definition has raised many difficulties in its implementation due to various interpretations and specific difficulties to establish the conditions for implementation. It would be useful to lift those ambiguities while also ensuring that some measure of flexibility is retained.

take account of specific situations. That definition has raised many difficulties in its implementation due to various interpretations and specific difficulties to establish the conditions for implementation. It would be useful to lift those ambiguities, **where possible**, while also ensuring that some measure of flexibility is retained.

Or. fr

Amendment 60
Kateřina Konečná

Proposal for a directive
Recital 8

Text proposed by the Commission

(8) The current definition of combined transport includes different distance limits for the road legs of a combined transport operation, according to the mode of the non-road leg, and, for rail, the absence of a fixed distance limit but instead takes account of the notion of “nearest suitable terminal” to provide some flexibility to take account of specific situations. That definition has raised many difficulties in its implementation due to various interpretations and specific difficulties to establish the conditions for implementation. It would be useful to lift those ambiguities while also ensuring that **some** measure of flexibility is retained.

Amendment

(8) The current definition of combined transport includes different distance limits for the road legs of a combined transport operation, according to the mode of the non-road leg, and, for rail, the absence of a fixed distance limit but instead takes account of the notion of “nearest suitable terminal” to provide some flexibility to take account of specific situations. That definition has raised many difficulties in its implementation due to various interpretations and specific difficulties to establish the conditions for implementation. It would be useful to lift those ambiguities while also ensuring that **a clear and limited** measure of flexibility is retained.

Or. en

Justification

Lifting ambiguity and misleading interpretation of the existing provisions of Directive 92/106 have to be transparent and limited in order to ensure the effectiveness of the new improved financial measures to combined transport

Amendment 61
Mireille D'Ornano

Proposal for a directive
Recital 9

Text proposed by the Commission

(9) In the current definition of combined transport, the minimum distance of 100 km for the non-road leg of a combined transport operation ensures that most combined transport operations are covered. Rail and short sea shipping legs run over *large* distances to be competitive with road-only transport. That minimum distance also ensures exclusion from the scope of specific operations such as short ferry crossings or deep sea transport which would occur anyway. However, with such limitations, a number of inland waterways operations around ports and in and around agglomerations, which contribute greatly to decongesting the road networks in sea ports and in the immediate hinterland and to reducing environmental burdens in agglomerations, are not considered for the purposes of combined transport operations. It would therefore be useful to remove that minimum distance while maintaining the exclusion of certain operations such as those including deep sea shipments or short-distance ferry crossings.

Amendment

(9) In the current definition of combined transport, the minimum distance of 100 km for the non-road leg of a combined transport operation ensures that most combined transport operations are covered. Rail and short sea shipping legs run over *sufficient* distances to be competitive with road-only transport. That minimum distance also ensures exclusion from the scope of specific operations such as short ferry crossings or deep sea transport which would occur anyway. However, with such limitations, a number of inland waterways operations around ports and in and around agglomerations, which contribute greatly to decongesting the road networks in sea ports and in the immediate hinterland and to reducing environmental burdens in agglomerations, are not considered for the purposes of combined transport operations. It would therefore be useful to remove that minimum distance while maintaining the exclusion of certain operations such as those including deep sea shipments or short-distance ferry crossings.

Or. fr

Amendment 62
Mireille D'Ornano

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) The outdated usage of stamps in proving that a combined transport operation has occurred prevent the effective enforcement or the verification of eligibility for the measures provided for in Directive 92/106/EEC. The evidence necessary to prove that a combined transport operation is taking place should be clarified as well as the means by which such evidence is provided. The use and transmission of electronic transport information, which should simplify the provision of relevant evidence and its treatment by the relevant authorities, should be encouraged. The format used should be reliable and authentic. The regulatory framework and initiatives simplifying administrative procedures and the digitalisation of transport aspects, should take into consideration developments at Union level.

Amendment

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Or. fr

Amendment 63
Mireille D'Ornano

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) The outdated usage of stamps in proving that a combined transport operation has occurred prevent the effective enforcement or the verification of eligibility for the measures provided for in Directive 92/106/EEC. The evidence necessary to prove that a combined transport operation is taking place should be clarified as well as the means by which such evidence is provided. The use and transmission of electronic transport

Amendment

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information, which should simplify the provision of relevant evidence and its treatment by the relevant authorities, should be encouraged. The format used should be reliable and **authentic**. The regulatory framework and initiatives simplifying administrative procedures and the digitalisation of transport aspects, should take into consideration developments at Union level.

information, which should simplify the provision of relevant evidence and its treatment by the relevant authorities, should be encouraged. The format used should **obviously** be reliable and **perfectly secure**. The regulatory framework and initiatives simplifying administrative procedures and the digitalisation of transport aspects, should take into consideration developments at Union level.

Or. fr

Amendment 64
Claudiu Ciprian Tănăsescu

Proposal for a directive
Recital 13

Text proposed by the Commission

(13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is at the transshipment terminal level. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit and will need to develop in order to cope with overall freight traffic growth. Investing in transshipment terminal capacity may reduce overall transshipment costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States should therefore ensure, in coordination with the neighbouring Member States and with the Commission, that more combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than

Amendment

(13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is at the transshipment terminal level. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit and will need to develop in order to cope with overall freight traffic growth. Investing in transshipment terminal capacity may reduce overall transshipment costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States should therefore ensure, in coordination with the neighbouring Member States and with the Commission, that more combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators **in areas where they are needed**. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport

road transport alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. There should be on average at least one suitable transshipment terminal for combined transport located no further than 150 km from any shipment location in the Union.

operations more competitive than road transport alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. There should be on average at least one suitable transshipment terminal for combined transport located no further than 150 km *as the crow flies* from any shipment location in the Union, **also taking into account economic criteria**.

Or. en

Amendment 65 **Kateřina Konečná**

Proposal for a directive **Recital 13**

Text proposed by the Commission

(13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is at the transshipment terminal level. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit **and will need to develop in order** to cope with overall freight traffic growth. Investing in transshipment terminal capacity may reduce overall transshipment costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States should therefore ensure, in coordination with the neighbouring Member States and with the Commission, that **more** combined transport transshipment terminals and transshipment capacity are **constructed or** made available to transport operators. This would incentivise the use of freight transport alternatives and increase

Amendment

(13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is at the transshipment terminal level. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is **in some cases** insufficient yet the capacity of existing transshipment terminals is reaching its limit **while other terminals are not exploited according to their real capacities that could enable** to cope with overall freight traffic growth. Investing in transshipment terminal capacity may reduce overall transshipment costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States should therefore ensure, in coordination with the neighbouring Member States and with the Commission, that **existing** combined transport transshipment terminals and transshipment capacity are **modernised, fully exploited**

modal shift, thus making combined transport operations more competitive than road transport alone. The **increased** coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. There should be on average at least one suitable transshipment terminal for combined transport located no further than 150 km from any shipment location in the Union.

and made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than road transport alone. The coverage and **increased** capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. There should be on average at least one suitable transshipment terminal for combined transport located no further than 150 km from any shipment location in the Union.

Or. en

Justification

There are rail freight terminals not completely exploited due to the decline of the rail transport of goods with no interlink with transshipment operations facilitating the modal shift from road transport: such infrastructures should be revitalized and fully exploited improving their capacity

Amendment 66

Nils Torvalds, Carolina Punset, Jan Huitema, Frédérique Ries

Proposal for a directive

Recital 13

Text proposed by the Commission

(13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is at the transshipment terminal level. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit and will need to develop in order to cope with overall freight traffic growth. Investing in transshipment terminal capacity may reduce overall transshipment costs, and hence produce a derived modal shift, as

Amendment

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demonstrated in some Member States. Member States should therefore ensure, in coordination with the neighbouring Member States and with the Commission, that more combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than road transport alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. There should be on average at least one suitable transshipment terminal for combined transport located no further than 150 km from any shipment location in the Union.

techniques may reduce overall transshipment costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States should therefore ensure, in coordination with the neighbouring Member States and with the Commission, that more *efficient* combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than road transport alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. There should be on average at least one suitable transshipment terminal for combined transport located no further than 150 km from any shipment location in the Union.

Or. en

Amendment 67

Mireille D'Ornano

Proposal for a directive

Recital 13

Text proposed by the Commission

(13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is at the transshipment terminal level. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit and will need to develop in order to cope with overall freight traffic growth. Investing in transshipment terminal capacity

Amendment

(13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is at the transshipment terminal level. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit and will need to develop in order to cope with overall freight traffic growth. Investing in transshipment terminal capacity

may reduce overall transshipment costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States *should* therefore ensure, in coordination with the neighbouring Member States *and with the Commission*, that more combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than road transport alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. There should be on average at least one suitable transshipment terminal for combined transport located no further than 150 km from any shipment location in the Union.

may reduce overall transshipment costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States *could* therefore *be asked to* ensure, in coordination with the neighbouring Member States, that more combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than road transport alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. There should be on average at least one suitable transshipment terminal for combined transport located no further than 150 km from any shipment location in the Union.

Or. fr

Amendment 68

Kateřina Konečná

Proposal for a directive

Recital 14

Text proposed by the Commission

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively

Amendment

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures *should apply mainly to sensitive areas, such as the Alps valleys or mountainous regions, as well as*

transported in combined transport operations, or the partial reimbursement of transshipments cost.

to large urban-industrial nodes. They may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations, or the partial reimbursement of transshipments cost.

Or. en

Justification

Implementing new additional financial measures in order to reduce air pollution in the most sensitive areas such as the mountainous regions and the overcrowded urban industrial areas could be both environmental and human health friendly reducing fatalities and indirect costs borne by the respective national health systems.

Amendment 69 **Claudiu Ciprian Tănăsescu**

Proposal for a directive **Recital 14**

Text proposed by the Commission

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations, or the partial reimbursement of transshipments cost.

Amendment

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations, or the partial reimbursement of transshipments cost, ***which will contribute to reducing the socio-economic costs of transport, the health risks of pollution and noise, while serving the interests of citizens, businesses and the environment.***

Or. en

Amendment 70

Nils Torvalds, Anneli Jäätteenmäki, Carolina Punset, Jan Huitema, Frédérique Ries

Proposal for a directive

Recital 14

Text proposed by the Commission

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations, or the partial reimbursement of transshipments cost.

Amendment

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures ***should aim to incentivise zero- and low-emission modes of transport and*** may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations, or the partial reimbursement of transshipments cost.

Or. en

Amendment 71

Mireille D'Ornano

Proposal for a directive

Recital 14

Text proposed by the Commission

(14) Member States ***should*** implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland

Amendment

(14) Member States ***could also be asked to*** implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail,

waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations, or the partial reimbursement of transshipments cost.

inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations, or the partial reimbursement of transshipments cost.

Or. fr

Amendment 72
Mireille D'Ornano

Proposal for a directive
Recital 14

Text proposed by the Commission

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations, or the partial reimbursement of transshipments cost.

Amendment

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions ***and fine particulate matter***, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations, or the partial reimbursement of transshipments cost.

Or. fr

Amendment 73
Mireille D'Ornano

Proposal for a directive

Recital 15

Text proposed by the Commission

Amendment

(15) *Support measures for combined transport operations should be implemented in compliance with the State aid rules contained in the Treaty on the Functioning of the European Union (TFEU).*

deleted

Or. fr

Amendment 74

Claudiu Ciprian Tănăsescu

Proposal for a directive

Recital 16

Text proposed by the Commission

Amendment

(16) Support measures should be coordinated, as needed, between Member States and the Commission.

(16) Support measures should be coordinated, as needed, between Member States and the Commission *to ensure the avoidance of possible overlapping investments between Member States in close proximity.*

Or. en

Amendment 75

Mireille D'Ornano

Proposal for a directive

Recital 16

Text proposed by the Commission

Amendment

(16) Support measures *should* be coordinated, as needed, between Member States *and the Commission.*

(16) Support measures *could* be coordinated, as needed, between Member States.

Or. fr

Amendment 76
Mireille D'Ornano

Proposal for a directive
Recital 17

Text proposed by the Commission

(17) Support measures ***should*** also be reviewed on a regular basis by the Members States to ensure their effectiveness and efficiency.

Amendment

(17) Support measures ***could*** also be reviewed on a regular basis by the Members States to ensure their effectiveness and efficiency.

Or. fr

Amendment 77
Mireille D'Ornano

Proposal for a directive
Recital 19

Text proposed by the Commission

(19) To cope with the evolution of Union transport, and in particular the combined transport market, ***relevant data and information should be gathered by the Member States and reported*** to the Commission on a regular basis and the Commission should submit a report to the European Parliament and the Council on the application of this Directive every four years.

Amendment

(19) To cope with the evolution of Union transport, and in particular the combined transport market, ***the Member States could be asked to gather relevant data and information and report it*** to the Commission on a regular basis and the Commission should submit a report to the European Parliament and the Council on the application of this Directive every four years.

Or. fr

Amendment 78
Mireille D'Ornano

Proposal for a directive
Recital 21

(21) ***In order to take into account market developments and technical progress the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of supplementing this Directive with further details on the information on combined transport operations to be reported by the Member States.*** It is ***of particular importance*** that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making²². In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts should systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

²² OJ L 123, 12.5.2016, p. 1.

(21) It is ***important*** that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making²². In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts should systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

²² OJ L 123, 12.5.2016, p. 1.

Or. fr

Amendment 79

Mireille D'Ornano

Proposal for a directive

Recital 22

(22) ***Since the*** objectives of this Directive to further promote the shift from road transport to more environmentally

(22) ***The*** objectives of this Directive to further promote the shift from road transport to more environmentally ***and***

friendly modes of transport, and hence reduce the negative externalities of the Union transport system, cannot be sufficiently achieved by the Member States ***but can rather, by reason of the primarily cross-border nature of freight combined transport and interlinked infrastructure, and of the problems this Directive is intended to address, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives***

public-health friendly modes of transport, and hence reduce the negative externalities of the Union transport system, cannot be sufficiently achieved by the Member States.

Or. fr

Amendment 80 Luke Ming Flanagan

Proposal for a directive Recital 22

Text proposed by the Commission

(22) ***Since*** the objectives of this Directive to ***further*** promote the shift from road transport to more environmentally friendly modes of transport, and hence reduce the negative externalities of the Union transport system, cannot be sufficiently achieved by the Member States but ***can rather***, by reason of the primarily cross-border nature of freight combined transport and interlinked infrastructure, and of the problems this Directive is intended to address, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set

Amendment

(22) ***One of*** the objectives of this Directive ***is*** to promote the shift from road transport to more environmentally friendly modes of transport, and hence reduce the negative externalities of the Union transport system. ***Because this*** cannot be sufficiently achieved by the Member States but, by reason of the primarily cross-border nature of freight combined transport and interlinked infrastructure, and of the problems this Directive is intended to address, ***can rather*** be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set

out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives

out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives;

Or. en

Amendment 81
Luke Ming Flanagan

Proposal for a directive
Recital 22 a (new)

Text proposed by the Commission

Amendment

(22a) However, what should not be overlooked in this Directive is the additional negative impact on road transport of any and all proposed major trade deals and with this in mind, independent assessments and estimates of those negative impacts on climate change targets etc. should be carried out in tandem with those negotiations, measured against the projected positive results, and where the negatives outweigh the positives, decisions should be taken accordingly.

Or. en

Amendment 82
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) by a road vehicle that is carried by rail, inland waterways or maritime transport for the non-road leg of the journey.

(b) by a road vehicle that is ***accompanied by its driver and*** carried by rail, inland waterways or maritime transport for the non-road leg of the

journey.

Or. en

Justification

Clarification is needed regarding whether vehicles or loads units are accompanied or not by their drivers in their non-road leg.

Amendment 83
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3

Text proposed by the Commission

Each road leg referred to in paragraph 2 shall not exceed *the longest of the following distances in the territory of the Union:*

Amendment

Each road leg referred to in paragraph 2 shall not exceed **150 km in distance.**

Or. en

Amendment 84
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – point a

Text proposed by the Commission

(a) **150 km in distance as the crow flies;**

Amendment

deleted

Or. en

Amendment 85

Bas Eickhout

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – point a

Text proposed by the Commission

(a) **150** km in distance as the crow flies;

Amendment

(a) **100** km in distance as the crow flies;

Or. en

Amendment 86

Kateřina Konečná

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – point b

Text proposed by the Commission

(b) **20% of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg, when it amounts to more than the distance referred to in point (a).**

Amendment

deleted

Or. en

Amendment 87

Bas Eickhout

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – point b

Text proposed by the Commission

(b) **20%** of the distance as the crow flies between the loading point for the initial leg and the unloading point for the

Amendment

(b) **15%** of the distance as the crow flies between the loading point for the initial leg and the unloading point for the

final leg, when it amounts to more than the distance referred to in point (a).

final leg, when it amounts to more than the distance referred to in point (a).

Or. en

Amendment 88
Elisabetta Gardini

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 2

Text proposed by the Commission

The road leg distance limit may be exceeded for combined **road/rail** transport operations, when authorised by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest **transport** terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Amendment

The road leg distance limit may be exceeded for combined transport operations, when authorised by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest **transshipment** terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity, **terminal opening hours** and appropriate rail freight services. **Member States shall ensure that operators comply with those rules and shall forward to the Commission the necessary information concerning authorisations, including the justification for granting derogations and the duration thereof.**

Or. it

Justification

We would stress the importance of the time element among the requirements concerning the extension of the road leg under the directive, in addition to the requirement to send data to the Commission, also in order to assess its impact.

Amendment 89
Claudiu Ciprian Tănăsescu

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – subparagraph 2

Text proposed by the Commission

The road leg distance limit may be exceeded for combined road/rail transport operations, when authorised by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Amendment

The road leg distance limit may be exceeded for combined road/rail transport operations, when authorised by the Member State or Member States on whose territory the road leg takes place, ***where this is necessary*** in order to reach the geographically nearest transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Or. en

Amendment 90

Kateřina Konečná

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. Member States may consider, by way of derogation of the previous paragraph, as combined transport operations also those transport operations which include a road leg or a non-road leg taking place partially out of the territory of the Union, provided that crossing a third country is not avoidable or it is the most suitable and sustainable mode of transport.

Or. en

Justification

For the calculation of the distance for each road leg, transport operations engaging third countries are to be considered for the purpose of this Directive as combined transport operation only if crossing the third country is not avoidable or if such route is the most sustainable and environmental friendly.

Amendment 91 **Kateřina Konečná**

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 92/106/EEC
Article 5 – paragraph 1

Text proposed by the Commission

1. Member States shall submit to the Commission in the first instance by [xx/xx/xxxx - **18** months after transposition of the Directive] and every two years thereafter a report providing the following information related to the combined transport operations covered by this Directive on their territory:

Amendment

1. Member States shall submit to the Commission in the first instance by [xx/xx/xxxx - **12** months after transposition of the Directive] and every two years thereafter a report providing the following information related to the combined transport operations covered by this Directive on their territory:

Or. en

Justification

In order to improve effectiveness and reliability of the modifications proposed to Directive 92/106 and taking into account the delay of transposition of tis legislative text is worthwhile that Member States provide their first reports within one year.

Amendment 92 **Kateřina Konečná**

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 92/106/EEC
Article 5 – paragraph 1 – point a

Text proposed by the Commission

(a) national and cross-border transport

Amendment

(a) national and cross-border transport

network *links* used in combined transport operations;

network *corridors* used in combined transport operations;

Or. en

Justification

To be consistent with the identified TEN Core and Comprehensive network the term corridor is more appropriate.

Amendment 93
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 92/106/EEC
Article 5 – paragraph 1 – point c

Text proposed by the Commission

(c) the number and geographic coverage of terminals servicing combined transport operations and the yearly number of transhipments on those terminals;

Amendment

(c) the number and geographic *location* coverage of terminals servicing combined transport operations and the yearly number of transhipments on those terminals *related to their respective used capacity*;

Or. en

Justification

Information is needed on the effective location and accessibility of the concerned terminals as well as an updated assessment of their respective used capacity or potential improvement.

Amendment 94
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 92/106/EEC
Article 5 – paragraph 1 – point d

Text proposed by the Commission

(d) an overview of all national support

Amendment

(d) an overview of all national support

measures used and envisaged, including their respective uptake and assessed impact.

measures used and envisaged, including their respective uptake and assessed impact ***on reducing air pollution, improving the safeguard of human health and the environment, supporting safer transport conditions.***

Or. en

Justification

Member states' reports shall include an assessment on the improved environmental and health conditions in the concerned area and transport corridor in terms of reduction of air pollution and GHG emissions.

Amendment 95 **Elisabetta Gardini**

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 92/106/EEC
Article 5 – paragraph 3

Text proposed by the Commission

3. On the basis of an analysis of the national reports, in the first instance by [xx/xx/xxx - 9 months after the MS report submission deadline] and every two years thereafter the Commission shall draw up and submit a report to the European Parliament and ***to the Council*** on:

Amendment

3. On the basis of an analysis of the national reports, ***including also statistical data drawn up on the basis of indications and methodologies that are common to the entire EU***, in the first instance by [xx/xx/xxx - 9 months after the MS report submission deadline] and every two years thereafter the Commission shall draw up and submit a report to the European Parliament, ***the Council*** and ***the Member States' competent authorities*** on:

Or. it

Justification

This amendment stresses the importance of the statistical data that must be provided by the Member States and based on an EU-wide common methodology.

Amendment 96

Kateřina Konečná

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 3 – point a

Text proposed by the Commission

(a) the economic development of combined transport, notably ***in light of the evolution of*** the environmental performance of different modes of transport;

Amendment

(a) the economic ***rate and sustainable*** development of combined transport, notably ***regarding*** the environmental performance of different modes of transport ***and the benefits provided to the concerned regions and transport corridors***;

Or. en

Justification

On the basis of the reports provided by Member States the European Commission shall provide an evaluation of the environmental and health improvement in the concerned areas due to increasing combined transport operations.

Amendment 97

Claudiu Ciprian Tănăsescu

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 3 – point c

Text proposed by the Commission

(c) the effectiveness and efficiency of the support measures provided for in Article 6,

Amendment

(c) the effectiveness and efficiency of the support measures provided for in Article 6, ***and how they serve the original purpose of the Directive***,

Or. en

Amendment 98

Nils Torvalds, Carolina Punset, Jan Huitema, Frédérique Ries

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – point a

Text proposed by the Commission

(a) the **construction** and, where necessary, the expansion of such transshipment terminals for combined transport;

Amendment

(a) the **development of new transshipment techniques that reduce bottlenecks at the terminals** and, where necessary, the **construction and** expansion of such transshipment terminals for combined transport;

Or. en

Amendment 99

Kateřina Konečná

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – point a

Text proposed by the Commission

(a) the construction **and**, where necessary, the expansion of such transshipment terminals for combined transport;

Amendment

(a) the construction **or**, where necessary, the expansion of such transshipment terminals for combined transport;

Or. en

Justification

Member States have to evaluate carefully the effective need of both the construction or the expansion of new terminals as such infrastructures will have however an environmental impact on the territory.

Amendment 100

Elisabetta Gardini

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – point b

Text proposed by the Commission

(b) the increase of operational efficiency in existing terminals.

Amendment

(b) the increase of operational efficiency in existing **transshipment** terminals ***which enable the establishment of a network of terminals in the Union to meet freight traffic demand.***

Or. it

Justification

This amendment is designed to provide for a preliminary verification of freight traffic demand in terminals, in case of support for investments to increase operational efficiency in transshipment terminals.

Amendment 101

Claudiu Ciprian Tănăsescu

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Member States shall coordinate with neighbouring Member States and with the Commission and ensure that, when such measures are implemented, priority is given to ensuring a balanced and sufficient geographical distribution of ***suitable facilities in the Union***, and notably on the TEN-T Core and Comprehensive networks, allowing that any location in the Union is not situated at a distance farther than 150 km from such terminal.

Amendment

Member States shall coordinate with neighbouring Member States and with the Commission and ensure that, when such measures are implemented, priority is given to ensuring a balanced and sufficient geographical distribution of ***transshipment terminals Union-wide***, and notably on the TEN-T Core and Comprehensive networks, allowing that any location in the Union is not situated at a distance farther than 150 km ***as the crow flies*** from such terminal.

Or. en

Amendment 102

Nils Torvalds, Anneli Jäätteenmäki, Jan Huitema, Frédérique Ries

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Member States shall coordinate with neighbouring Member States and with the Commission and ensure that, when such measures are implemented, priority is given to ensuring a ***balanced and*** sufficient geographical distribution of suitable facilities in the Union, and notably on the TEN-T Core and Comprehensive networks, allowing that any location in the Union is not situated at a distance farther than 150 km from such terminal.

Amendment

Member States shall coordinate with neighbouring Member States and with the Commission and ensure that, when such measures are implemented, priority is given to ensuring a sufficient geographical distribution of suitable facilities in the Union, and notably on the TEN-T Core and Comprehensive networks, allowing that any location in the Union is not situated at a distance farther than 150 km from such terminal.

Or. en

Amendment 103

Kateřina Konečná

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – subparagraph 3

Text proposed by the Commission

Member States shall ensure that the supported transshipment facilities are accessible to all operators without discrimination.

Amendment

Member States shall ensure that the supported transshipment facilities are accessible to all operators without discrimination, ***for a period of at least five years from their completion.***

Or. en

Amendment 104

Elisabetta Gardini

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC
Article 6 – paragraph 5

Text proposed by the Commission

Member States **may** take additional measures, to improve the competitiveness of combined transport operations as compared to equivalent alternative road transport operations.

Amendment

Member States **shall** take additional measures ***of an economic and legislative nature***, to improve - ***also through the use of technologies*** - the competitiveness of combined transport operations as compared to equivalent alternative road transport operations.

Or. it

Justification

This amendment seeks to further commit Member States to determining policies and measures to promote and develop combined transport, making it more efficient; those policies and measures should be both economic and legislative and should be pursued in particular through the use of technology.

Amendment 105
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 5

Text proposed by the Commission

Member States may take additional measures, to improve the competitiveness of combined transport operations as compared to equivalent ***alternative*** road transport operations.

Amendment

Member States may take additional measures, to improve the competitiveness of combined transport operations as compared to equivalent road transport operations.

Or. en

Amendment 106
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 5

Directive 92/106/EEC
Article 6 – paragraph 5 – subparagraph 2

Text proposed by the Commission

Such measures may address any or part of a combined transport operation, such as the operation of a road or non-road leg including the vehicle used on such a leg, or such as the load unit or the transshipment operations.

Amendment

Such measures may address any or part of a combined transport operation, such as the operation of a road or non-road leg including the vehicle used on such a leg, ***the use of alternative and less pollutant fuels***, or such as the load unit or the transshipment operations, ***including the use of renewable energies in terminals***.

Or. en

Justification

Measures regarding use of renewable energy and/or alternative and less pollutant fuels both for road and non-road vehicles engaged in combined transport operations can be considered by Member States.

Amendment 107
Kateřina Konečná

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 5 – subparagraph 2

Text proposed by the Commission

Such measures may address any or part of a combined transport operation, such as the operation of a road or non-road leg ***including the vehicle used on such a leg, or such as the*** load unit or the transshipment operations.

Amendment

Such measures may address any or part of a combined transport operation, such as the operation of a road or non-road leg, the vehicle, ***vessel or*** load unit ***used*** or the transshipment operations.

Or. en

Amendment 108
Kateřina Konečná

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 92/106/EEC

Article 10 a – paragraph 2

Text proposed by the Commission

2. The power to adopt delegated acts referred to in Article 5(2) shall be conferred on the Commission for ***an indeterminate*** period of ***time*** from [date of entry into force of this (amending) Directive]

Amendment

2. The power to adopt delegated acts referred to in Article 5(2) shall be conferred on the Commission for ***a*** period of ***five years*** from [date of entry into force of this (amending) Directive]. ***The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.***

Or. en

Justification

Reflecting the European Parliament approach in conferring the power to adopt Delegated Acts limited to five years and including a 'pre-warning' report to be tabled by the EC nine months before the end of such five years period: such provision was agreed and included in the text issued from the final trilogue on the draft Regulation on the monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles.