



EUROPEAN PARLIAMENT

2014 - 2019

Committee on Regional Development

2014/2242(INI)

13.5.2015

AMENDMENTS

1 - 73

Draft opinion
Ramón Luis Valcárcel Siso
(PE554.818v01-00)

Sustainable Urban Mobility
(2014/2242(INI))

AM_Com_NonLegOpinion

Amendment 1

Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Draft opinion

Paragraph 1

Draft opinion

1. Notes that sustainable urban mobility is an increasingly important topic in cohesion policy, being a key element and facilitator for smart, sustainable and inclusive growth: considers that the ESIF funds, and especially the ERDF, should contribute to the financing, through the operational programmes, of the Sustainable Urban Mobility Plans (SUMP) for cities and regions and in the EU, by supporting clean and innovative forms of urban transport that will promote multimodality and mobility in a broader territorial context;

Amendment

1. Notes that sustainable urban mobility is an increasingly important topic in cohesion policy, being a key element and facilitator for smart, sustainable and inclusive growth: considers that the ESIF funds, and especially the ERDF, should contribute to the financing, through the operational programmes, of the Sustainable Urban Mobility Plans (SUMP) for cities and regions and in the EU, by supporting clean and innovative forms of urban transport that will promote multimodality and mobility in a broader territorial context; ***recalls, in this regard, the importance of more than merely formal respect of the principle of partnership in the programming and implementation of operational programmes, in order to ensure full involvement of the social partners, professional organisations, research centres and enterprises;***

Or. it

Amendment 2

Davor Škrlec

Draft opinion

Paragraph 1

Draft opinion

1. Notes that sustainable urban mobility is an increasingly important topic in cohesion policy, being a key element and facilitator for smart, sustainable and inclusive growth: considers that the ESIF funds, and especially the ERDF, should contribute to the financing, through the operational programmes, of the Sustainable Urban Mobility Plans (SUMPs) for cities and regions and in the EU, by supporting clean and innovative forms of urban transport that will promote multimodality and mobility in a broader territorial context;

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1. Notes that sustainable urban mobility is an increasingly important topic in cohesion policy, being a key element and facilitator for smart, sustainable and inclusive growth: considers that the ESIF funds, and especially the ERDF, should contribute to the financing, through the operational programmes, of the Sustainable Urban Mobility Plans (SUMPs) for cities and regions and in the EU, by supporting clean and innovative forms of urban transport that will promote multimodality and mobility in a broader territorial context; ***recalls that the transport sector, both stationary and moving traffic, heavily impacts on the urban environment and the quality of life of the citizens;***

Or. en

Amendment 3 **Tomasz Piotr Poręba**

Draft opinion **Paragraph 1**

Draft opinion

1. Notes that sustainable urban mobility is an increasingly important topic in cohesion policy, being a key element and facilitator for smart, sustainable and inclusive growth: considers that the ESIF funds, and especially the ERDF, should contribute to the financing, through the operational programmes, of the Sustainable Urban Mobility Plans (SUMPs) for cities and regions and in the EU, by supporting clean and innovative forms of urban transport that will promote multimodality and mobility in a broader territorial context;

Amendment

1. Notes that ***over 70 per cent of the EU population, generating approx. 85 per cent of the European Union's GDP, lives in cities and*** that sustainable urban mobility is an increasingly important topic in cohesion policy, being a key element and facilitator for smart, sustainable and inclusive growth: considers that the ESIF funds, and especially the ERDF, should contribute to the financing, through the operational programmes, of the Sustainable Urban Mobility Plans (SUMPs) for cities and regions and in the EU, by supporting clean and innovative forms of urban transport that will promote multimodality

and mobility in a broader territorial context;

Or. pl

Amendment 4
José Blanco López

Draft opinion
Paragraph 1

Draft opinion

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Amendment

1. Notes that sustainable urban mobility is an increasingly important topic in cohesion policy, being a key element and facilitator for ***employment and*** smart, sustainable and inclusive growth: considers that the ESIF funds, and especially the ERDF, should contribute to the financing, through the operational programmes, of the Sustainable Urban Mobility Plans (SUMPs) for cities and regions and in the EU, by supporting clean and innovative forms of urban transport that will promote multimodality and mobility in a broader territorial context;

Or. es

Amendment 5
Enrico Gasbarra

Draft opinion
Paragraph 1

Draft opinion

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the financing, through the operational programmes, of the Sustainable Urban Mobility Plans (SUMP) for cities and regions and in the EU, by supporting clean and innovative forms of urban transport that will promote multimodality and mobility in a broader territorial context;

the financing, through the operational programmes, of the Sustainable Urban Mobility Plans (SUMP) for cities and regions and in the EU, by supporting clean, ***accessible*** and innovative forms of urban transport that will promote multimodality and mobility in a broader territorial context;

Or. it

Amendment 6

Ivan Jakovčić, Petras Auštrevičius

Draft opinion

Paragraph 1

Draft opinion

1. Notes that sustainable urban mobility is an increasingly important topic in cohesion policy, being a key element and facilitator for smart, sustainable and inclusive growth: considers that the ESIF funds, and especially the ERDF, should contribute to the financing, through the operational programmes, of the Sustainable Urban Mobility Plans (SUMP) for cities and regions and in the EU, by supporting clean and innovative forms of urban transport that will promote multimodality and mobility in a broader territorial context;

Amendment

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Or. en

Amendment 7

Michela Giuffrida

Draft opinion

Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Considers that an efficient transport system might benefit from the sharing of costs within a public-private partnership. This would, first and foremost, lead to the creation of market opportunities for the development of multi-tasking applications and equipment. An innovative and efficient system of public procurement would also result in considerable savings in administrative costs and the sharing of knowledge and know-how among the authorities;

Or. it

Amendment 8
Davor Škrlec

Draft opinion
Paragraph 2

Draft opinion

2. Asks the Commission to take stock of progress and to supply a qualitative and quantitative analysis of cohesion policy support for sustainable urban mobility when undertaking its mid-term review of the implementation of the ESIF;

Amendment

2. Asks the Commission to take stock of progress and to supply a qualitative and quantitative analysis of cohesion policy support for sustainable urban mobility when undertaking its mid-term review of the implementation of the ESIF; ***reminds all relevant stakeholders to apply the principle of sustainable development when using ESIF resources for projects on urban mobility bearing in mind the repercussions of noise, land consumption, gas emissions and other negative impacts to the human health and well-being;***

Or. en

Amendment 9
Enrique Calvet Chambon

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. Urges the Commission, the Member States and regional and local authorities to assess and audit the Urban Mobility Plans in line with the objectives and goals of the Transport 2050 Strategy.

Or. es

Amendment 10
Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Draft opinion
Paragraph 3

Draft opinion

Amendment

3. Underlines that the ESIF funds should be systematically used for the development and the implementation of comprehensive and integrated SUMPs for complementarily and mutually reinforcing urban mobility measures in the wider spatial planning context;

3. Underlines that the ESIF funds should be systematically used for the development and the implementation of comprehensive and integrated SUMPs for complementarily and mutually reinforcing urban mobility measures in the wider spatial planning context, ***with account also being taken of the fact that European transport systems are 96% dependent on oil and its by-products, which means it is vital to reduce their negative impact on the environment;***

Or. it

Amendment 11
Monika Smolková

Draft opinion
Paragraph 3

Draft opinion

3. Underlines that the ESIF funds should be systematically used for the development and the implementation of comprehensive and integrated SUMP for complementarily and mutually reinforcing urban mobility measures in the wider spatial planning context;

Amendment

3. Underlines that the ESIF funds should be systematically used for the development and the implementation of comprehensive and integrated SUMP for complementarily and mutually reinforcing urban mobility measures in the wider spatial planning context, ***with the emphasis on an integrated transport system based on cooperation between individual types of transport***;

Or. sk

Amendment 12

Davor Škrlec

Draft opinion

Paragraph 3

Draft opinion

3. Underlines that the ESIF funds should be systematically used for the development and the implementation of comprehensive and integrated SUMP for complementarily and mutually reinforcing urban mobility measures in the wider spatial planning context;

Amendment

3. Underlines that the ESIF funds should be systematically used for the development and the implementation of comprehensive and integrated SUMP for complementarily and mutually reinforcing urban mobility measures in the wider spatial planning context ***without generating additional transport needs***;

Or. en

Amendment 13

Tomáš Zdechovský

Draft opinion

Paragraph 3

Draft opinion

3. Underlines that the ESIF funds ***should***

Amendment

3. Underlines that the ESIF funds ***shall*** be

be systematically used for the development and the implementation of comprehensive and integrated SUMPs for complementarily and mutually reinforcing urban mobility measures in the wider spatial planning context;

systematically used for the development and the implementation of comprehensive and integrated SUMPs for complementarily and mutually reinforcing urban mobility measures in the wider spatial planning context;

Or. en

Amendment 14

Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3 a. Notes that promoting sustainable transport and improved network infrastructures, encouraging adaptation to climate change, and risk prevention and management are all among the thematic objectives of cohesion policy 2014-2020;

Or. it

Amendment 15

Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Draft opinion

Paragraph 3 b (new)

Draft opinion

Amendment

3 b. Points in particular to the many harmful effects of the current transport model on fundamental elements of the natural environment, including air, water and soil, and on the various ecosystems;

Or. it

Amendment 16
Tomasz Piotr Poręba

Draft opinion
Paragraph 4

Draft opinion

4. Considers that it is therefore essential to ensure the development and promotion of SUMP's and urban sustainability in all European cities, functional urban areas and regions, including an analysis of needs and objectives for mobility infrastructure, addressing all modes and means of transport in a complementary fashion and in the context of territorial and global spatial development, promoting clean, sustainable, effective and energy-efficient transport, favouring the interconnectedness of urban and periurban areas, and promoting greater self-sufficiency, competitiveness, economic growth and better conditions of employment;

Amendment

4. Considers that it is therefore essential to ensure the development and promotion of SUMP's and urban sustainability in all European cities, functional urban areas and regions, including an analysis of needs and objectives for mobility infrastructure, addressing all modes and means of transport in a complementary fashion and in the context of territorial and global spatial development, promoting clean, sustainable, effective and energy-efficient transport, favouring the interconnectedness of urban and periurban areas, and promoting greater self-sufficiency, competitiveness, economic growth and better conditions of employment; ***and recalls that urban transport, including establishing transport alternatives to reduce demand for travelling by individual means of transport, falls within the exclusive remit of cities and local authorities;***

Or. pl

Amendment 17
Monika Smolková

Draft opinion
Paragraph 4

Draft opinion

4. Considers that it is therefore essential to ensure the development and promotion of SUMP's and urban sustainability in all European cities, functional urban areas and regions, including an analysis of needs and

Amendment

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objectives for mobility infrastructure, addressing **all** modes and means of transport in a complementary fashion and in the context of territorial and global spatial development, **promoting** clean, sustainable, effective and energy-efficient transport, **favouring** the interconnectedness of urban and periurban areas, and **promoting** greater self-sufficiency, competitiveness, economic growth and better conditions of employment;

objectives for mobility infrastructure, addressing **those** modes and means of transport **which** in a complementary fashion and in the context of territorial and global spatial development, **promote** clean, sustainable, effective and energy-efficient transport, **favour** the interconnectedness of urban and periurban areas, and **promote** greater self-sufficiency, competitiveness, economic growth and better conditions of employment;

Or. sk

Amendment 18
José Blanco López

Draft opinion
Paragraph 4

Draft opinion

4. Considers that it is therefore essential to ensure the development and promotion of SUMP and urban sustainability in all European cities, functional urban areas and regions, including an analysis of needs and objectives for mobility infrastructure, addressing all modes and means of transport in a complementary fashion and in the context of territorial and global spatial development, promoting clean, sustainable, effective and energy-efficient transport, favouring the interconnectedness of urban and periurban areas, and promoting greater self-sufficiency, competitiveness, economic growth and **better conditions of** employment;

Amendment

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Or. es

Amendment 19
Stanislav Polčák

Draft opinion
Paragraph 4

Draft opinion

4. Considers that it is therefore essential to ensure the development and promotion of SUMP's and urban sustainability in all European cities, functional urban areas and regions, including an analysis of needs and objectives for mobility infrastructure, addressing all modes and means of transport in a complementary fashion and in the context of territorial and global spatial development, promoting clean, **sustainable**, effective and energy-efficient transport, favouring the interconnectedness of urban and periurban areas, and promoting greater self-sufficiency, competitiveness, economic growth and better conditions of employment;

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Or. en

Amendment 20
Andor Deli

Draft opinion
Paragraph 4

Draft opinion

4. Considers that it is therefore essential to ensure the development and promotion of SUMP's and urban sustainability in all European cities, functional urban areas and regions, including an analysis of needs and objectives for mobility infrastructure, addressing all modes and means of transport in a complementary fashion and in the context of territorial and global spatial development, promoting clean, sustainable, effective **and** energy-efficient transport, favouring the interconnectedness of urban and periurban areas, and

Amendment

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promoting greater self-sufficiency, competitiveness, economic growth and better conditions of employment;

areas, and promoting greater self-sufficiency, competitiveness, economic growth and better conditions of employment;

Or. hu

Amendment 21
Davor Škrlec

Draft opinion
Paragraph 4

Draft opinion

4. Considers that it is therefore essential to ensure the development and promotion of SUMP's and urban sustainability in all European cities, functional urban areas and regions, including an analysis of needs and objectives for mobility infrastructure, addressing all modes and means of transport in a complementary fashion and in the context of territorial and global spatial development, promoting clean, sustainable, effective and energy-efficient transport, favouring the interconnectedness of urban and periurban areas, and promoting greater self-sufficiency, competitiveness, economic growth and better conditions of employment;

Amendment

4. Considers that it is therefore essential to ensure the development and promotion of SUMP's and urban sustainability in all European cities, functional urban areas and regions, including an analysis of needs and objectives for mobility infrastructure, addressing all modes and means of transport in a complementary fashion and in the context of territorial and global spatial development, promoting clean, sustainable, *safe*, effective and energy-efficient transport, favouring the interconnectedness of urban and periurban areas, and promoting greater self-sufficiency, competitiveness, economic growth and better conditions of employment;

Or. en

Amendment 22
Marc Joulaud

Draft opinion
Paragraph 4

Draft opinion

4. Considers that it is therefore essential to

Amendment

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ensure the development and promotion of SUMPs and urban sustainability in all European cities, functional urban areas and regions, including an analysis of needs and objectives for mobility infrastructure, addressing all modes and means of transport in a complementary fashion and in the context of territorial and global spatial development, promoting clean, sustainable, effective and energy-efficient transport, favouring the interconnectedness of urban and periurban areas, and promoting greater self-sufficiency, competitiveness, economic growth and better conditions of employment;

ensure the development and promotion of SUMPs and urban sustainability in all European cities, functional urban areas and regions, including an analysis of needs and objectives for mobility infrastructure, addressing all modes and means of transport in a complementary fashion and in the context of territorial and global spatial development, promoting clean, sustainable, effective and energy-efficient transport, favouring the interconnectedness of urban and periurban areas, and promoting greater self-sufficiency, competitiveness, economic growth, ***improved road safety*** and better conditions of employment;

Or. fr

Amendment 23
Andor Deli

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Highlights that it is essential to consider the language needs of travellers and respect the use of regional and minority languages when displaying public transport information to provide more accurate and relevant information;

Or. hu

Amendment 24
Krzysztof Hetman

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Underlines the potential sustainable

urban mobility has in increasing the attractiveness of the European cities and regions both for investors and inhabitants by improving accessibility, road safety and reducing traffic and pollution; believes in positive role it could have in ensuring better work-life balance due to reduced commuting time; calls therefore the regional and local authorities to foster innovative solutions in sustainable urban mobility;

Or. en

Amendment 25
Ramón Luis Valcárcel Siso

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4 a. Calls on the Member States to promote multi-level governance to foster cooperation between regional, national and European authorities in the development of policies, including the design, implementation and monitoring of urban policies that have a clear impact on urban areas;

Or. es

Amendment 26
Iskra Mihaylova

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Considers that investments in sustainable public transport are not only a response to urban mobility problems, but

also include 'elements of urban renewal' impacting the general economic system of the city and facilitating the creation of green urban environment, as well as access to centres of mixed activities (commercial, residential, leisure, culture, education). Underlines that the good coordination of mobility and urban planning is crucial in order to maximise the impact of investments;

Or. en

Amendment 27

Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4 a. Calls for a move beyond the current concept of urban mobility based on the use of private vehicles that imply heavy environmental costs, and towards providing guaranteed mobility in urban centres via the public transport system, which should be free and accessible to all;

Or. it

Amendment 28

Monika Smolková

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4a. Points out that cycle transport plays an important role in contemporary planning for sustainable urban mobility and that it is part of the solution for preventing traffic congestion; segregated

cycle/pedestrian routes should be included as a matter of course when building or restoring roads;

Or. sk

Amendment 29
Iskra Mihaylova

Draft opinion
Paragraph 4 b (new)

Draft opinion

Amendment

4b. Acknowledges the quality and diversity of the jobs offered by public transport operators and related benefits for the economy; calls on the Commission to monitor and evaluate the contribution of public transport to green jobs and green growth strategies at national and European level;

Or. en

Amendment 30
Monika Smolková

Draft opinion
Paragraph 4 b (new)

Draft opinion

Amendment

4b. Notes that environmentally friendly trams, trolleybuses or buses are an important component of sustainable urban mobility, both in terms of the environment and for long-term quality of life;

Or. sk

Amendment 31
Monika Smolková

Draft opinion
Paragraph 5

Draft opinion

5. Calls for the use of the Youth Employment *Initiative* as well as other ESIF funds for the promotion of employment in areas that stimulate the development of sustainable urban mobility;

Amendment

5. Urges that the Youth Employment *Initiatives* as well as other ESIF funds should *also* be used to promote employment in areas that stimulate the development of sustainable urban mobility;

Or. sk

Amendment 32
Viorica Dăncilă

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Underlines that the implementation of urban mobility projects ensures a positive impact both on all regions of Member States, and on their populations, by promoting the filling of existing or innovative jobs in relevant fields, including for professions where there is a workforce deficit;

Or. ro

Amendment 33
Stanislav Polčák

Draft opinion
Paragraph 6

Draft opinion

Amendment

6. Strongly believes that the Commission's

6. Strongly believes that the Commission's

Platform on Sustainable Urban Mobility Plans should provide strong support for cities and regions for the design and implementation of the SUMP; stresses the importance of considering all cities for investment in urban mobility regardless of size, as well as of the key role that European cities and regions have to play in boosting and promoting sustainable urban mobility;

Platform on Sustainable Urban Mobility Plans should provide strong support for cities and regions for the design and implementation of the SUMP; stresses the importance of considering all cities for investment in urban mobility regardless of size, as well as of the key role that European cities and regions have to play in boosting and promoting sustainable urban mobility; ***calls for an involvement of representatives of local and regional authorities of different sizes as well as representatives of diverse stakeholders (e. g. cyclists' associations) in the European Platform and the Member States' Expert Group on Urban Mobility and Transport;***

Or. en

Amendment 34
Daniel Buda, Iuliu Winkler

Draft opinion
Paragraph 6

Draft opinion

6. Strongly believes that the Commission's Platform on Sustainable Urban Mobility Plans should provide strong support for cities and regions for the design and implementation of the SUMP; stresses the importance of considering all cities for investment in urban mobility regardless of size, as well as of the key role that European cities and regions have to play in boosting and promoting sustainable urban mobility;

Amendment

6. Strongly believes that the Commission's Platform on Sustainable Urban Mobility Plans should provide strong support for cities and regions for the design and implementation of the SUMP; stresses the importance of considering all cities for investment in urban mobility regardless of size, as well as of the key role that European cities and regions have to play in boosting and promoting sustainable urban mobility; ***takes into account the major investments in broadband internet and calls on the local and regional authorities to develop coordinated action plans in relation to urban mobility;***

Or. ro

Amendment 35
Davor Škrlec

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6a. Calls on the Commission, as well as national authorities, to pursue its fight against greenhouse gas emissions; recalls that the transport sector produces 20% of total greenhouse gas emissions in the EU;

Or. en

Amendment 36
Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6 a. Considers that it would be appropriate to promote the sharing of urban mobility best practices in order to speed up the spread of the most innovative solutions and achievement of the EU's objectives in this sphere;

Or. it

Amendment 37
Tomasz Piotr Poręba

Draft opinion
Paragraph 7

Draft opinion

Amendment

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent

transport systems ensuring a territorial continuum between urban centres and their periurban areas;

transport systems ensuring a territorial continuum between urban centres and their periurban areas *especially in light of the fact that, according to Eurobarometer research, EU citizens are concerned about the negative consequences of increased traffic in cities and many of them are pessimistic about the possibility of increasing mobility in cities, considering traffic congestion (76 per cent), air quality (81 per cent) and accident rates (73 per cent) to be the most serious problems;*

Or. pl

Amendment 38
Daniel Buda, Iuliu Winkler

Draft opinion
Paragraph 7

Draft opinion

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas;

Amendment

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas; ***calls on the local authorities to promote policies to encourage green transport, by providing facilities, reducing taxes and establishing green certificates;***

Or. ro

Amendment 39
Viorica Dăncilă

Draft opinion
Paragraph 7

Draft opinion

7. Calls on the authorities to promote the

Amendment

7. Calls on the authorities to promote ***the***

use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas;

development of electric charger systems for electric and hybrid vehicles adequate for all transport roads, in order to facilitate the use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas;

Or. ro

Amendment 40
Marco Zullo

Draft opinion
Paragraph 7

Draft opinion

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas;

Amendment

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas; *asks the Commission to regulate as soon as possible new forms of mobility using means of transport with automatic pilot;*

Or. it

Amendment 41
José Blanco López

Draft opinion
Paragraph 7

Draft opinion

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their

Amendment

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, *such as electric vehicles and bioethanol*, along with the development of intelligent transport systems ensuring a territorial

periurban areas;

continuum between urban centres and their periurban areas;

Or. es

Amendment 42
Andor Deli

Draft opinion
Paragraph 7

Draft opinion

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas;

Amendment

7. Calls on the authorities to promote the use of clean vehicles, ***such as bicycles, trolleybuses, trams*** and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas ***to combat global warming***;

Or. hu

Amendment 43
Enrico Gasbarra

Draft opinion
Paragraph 7

Draft opinion

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas;

Amendment

7. Calls on the authorities to promote the ***use of alternative means to the car, integrated mobility or the*** use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas;

Or. it

Amendment 44
Davor Škrlec

Draft opinion
Paragraph 7

Draft opinion

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas;

Amendment

7. Calls on the authorities to promote the ***sustainable*** use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas; ***stresses that more efforts need to be undertaken in order to reduce the number of cars in the city;***

Or. en

Amendment 45
Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Draft opinion
Paragraph 7

Draft opinion

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas;

Amendment

7. Calls on the authorities to promote the use of clean vehicles and clean fuels, along with the development of intelligent transport systems ensuring a territorial continuum between urban centres and their periurban areas, ***whilst also promoting practices likely to reduce the demand for transport, such as teleworking and the use of ICT tools;***

Or. it

Amendment 46
Stanislav Polčák

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7a. Asks the Member States to continue building ring roads in order to minimize the number of vehicles going unnecessarily through the cities; it also asks the Commission to find ways to support these projects financially;

Or. en

Amendment 47
Matthijs van Miltenburg, Lambert van Nistelrooij

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7a. Calls on the Commission to promote the use of bicycles in cities, along with investments in cycling lanes and measures to raise awareness for road users regarding safety for cyclists; reiterates in this respect that increased use of bicycles in cities improves the traffic flow, stimulates public health and reduces the carbon footprint; stresses that an increased use of bicycles in cities could deliver a contribution to the Europe 2020 objectives;

Or. en

Amendment 48
Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7 a. Urges the Member States to facilitate intermodal transport systems and infomobility, and to introduce zones accessible only to public means of transport, electric or car-sharing vehicles and bicycles, as well as developing extensive networks of facilities for recharging electric vehicles by, for example, making use of public lighting networks;

Or. it

Amendment 49
Monika Smolková

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7a. Underlines the importance of transborder connection of cities in the process of urban planning, because this stimulates regional development; cities separated by a border but forming an integrated functional area should be supported in linking their tram or bus networks;

Or. sk

Amendment 50
Michela Giuffrida

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7 a. Calls for greater commitment on the

part of the public authorities to providing incentives for eco-sustainable technologies, not only by providing financial support but also by introducing solutions that will make it convenient to use low-emission vehicles by providing them with access to and use of dedicated lanes on a par with public means of transport;

Or. it

Amendment 51
Stanislav Polčák

Draft opinion
Paragraph 7 b (new)

Draft opinion

Amendment

7b. Asks the Commission to carry out, in cooperation with the Member States, an analysis of all available measures leading to minimization of number of injuries and deaths of pedestrians and cyclists;

Or. en

Amendment 52
José Blanco López

Draft opinion
Paragraph 8

Draft opinion

Amendment

8. Calls on the Commission to work towards standards with a view to general harmonisation and coherence concerning the categorisation of vehicles, the different classes of emissions, the regulation of access in urban areas, road signs, and technical standards in intelligent transport systems;

8. Calls on the Commission to work towards standards with a view to general harmonisation and coherence concerning the categorisation of vehicles, the different classes of emissions, the regulation of access in urban areas, road signs, and technical standards in intelligent transport systems, *taking into consideration the*

impetus for pedestrian areas, the protection of historical areas and, in general, improvements to the environment and public mobility;

Or. es

Amendment 53
Monika Smolková

Draft opinion
Paragraph 8

Draft opinion

8. Calls on the Commission to *work towards* standards with a view to *general harmonisation and coherence concerning the categorisation of vehicles, the different classes of emissions, the regulation of access in urban areas, road signs, and technical standards* in intelligent transport systems;

Amendment

8. Calls on the Commission to *develop* standards with a view to *regulation of parking and vehicle access to urban areas, road signs, and technical standards* for intelligent transport systems;

Or. sk

Amendment 54
Andor Deli

Draft opinion
Paragraph 8

Draft opinion

8. Calls on the Commission to work towards standards with a view to general harmonisation and coherence concerning the categorisation of vehicles, the different classes of emissions, the regulation of access in urban areas, road signs, and technical standards in intelligent transport systems;

Amendment

8. Calls on the Commission to work towards standards with a view to general harmonisation and coherence concerning the categorisation of vehicles, the different classes of emissions, the regulation of access in urban areas, road signs, *disabled-friendly transport systems* and technical standards in intelligent transport systems;

Or. hu

Amendment 55
Matthijs van Miltenburg

Draft opinion
Paragraph 8

Draft opinion

8. Calls on the Commission to work towards standards with a view to general harmonisation and coherence concerning the categorisation of vehicles, the different classes of emissions, ***the regulation of access in urban areas, road signs***, and technical standards in intelligent transport systems;

Amendment

8. Calls on the Commission to work towards standards with a view to general harmonisation and coherence concerning the categorisation of vehicles, the different classes of emissions, and technical standards in intelligent transport systems;

Or. en

Amendment 56
Monika Smolková

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. Recalls that the keystone of the SUMP is quality of life, a corollary of which is the emphasis on freeing cities from traffic congestion or planning parking facilities to ensure freedom of movement for pedestrians and the attractiveness of city centres;

Or. sk

Amendment 57
Michela Giuffrida

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8 a. Calls on the authorities to increase the spread of intelligent technologies as a means of solving the problems associated with urban mobility. IT tools could, for example, alleviate pressure in parking and waiting areas by providing real-time information on the availability of spaces and reservation facilities. The fitting of on-board satellite sensors in vehicles, to alert drivers to dangerous junctions or blind spots, could also be of benefit in terms of road safety, and systems such as ‘smart ticketing’ could provide further solutions to reducing urban traffic congestion;

Or. it

Amendment 58
Enrique Calvet Chambon

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8 a. Calls on the Commission to apply the principles of regional urban development with a view to establishing more efficient, sustainable development in urban areas, in particular in support of coordinated, integrated, strategic public transport. One of the objectives must be to relieve the transport networks, in particular urban highways and access roads to workplaces. It should be borne in mind that improving mobility and access to public services would have a profound impact as a fundamental element of a social welfare policy that would improve people’s quality of life and encourage a better work-life balance, while increasing productivity;

Amendment 59
Daniel Buda, Iuliu Winkler

Draft opinion
Paragraph 9

Draft opinion

9. Welcomes the efforts by the Commission to coordinate and consolidate EU initiatives in the field of urban mobility, such as CIVITAS 2020 for research and innovation, the Urban Mobility Observatory for exchange of best practice and experience, or the Platform on Sustainable Urban Mobility Plans; calls on the Commission to reinforce its efforts to reduce fragmentation and lack of coordination between the relevant EU initiatives and programmes and to take into account the success of programmes such as URBAN and URBACT;

Amendment

9. Welcomes the efforts by the Commission to coordinate and consolidate EU initiatives in the field of urban mobility, such as CIVITAS 2020 for research and innovation, the Urban Mobility Observatory for exchange of best practice and experience, or the Platform on Sustainable Urban Mobility Plans; calls on the Commission to reinforce its efforts to reduce fragmentation and lack of coordination between the relevant EU initiatives and programmes and to take into account the success of programmes such as URBAN and URBACT; ***calls on the Commission to encourage the authorities in Member States to create networks of excellence in the field of urban mobility;***

Amendment 60
Enrique Calvet Chambon

Draft opinion
Paragraph 9

Draft opinion

9. Welcomes the efforts by the Commission to coordinate and consolidate EU initiatives in the field of urban mobility, such as CIVITAS 2020 for research and innovation, the Urban Mobility Observatory for exchange of best

Amendment

9. Welcomes the efforts by the Commission to coordinate and consolidate EU initiatives in the field of urban mobility, such as CIVITAS 2020 for research and innovation, the Urban Mobility Observatory for exchange of best

practice and experience, or the Platform on Sustainable Urban Mobility Plans; calls on the Commission to reinforce its efforts to reduce fragmentation and lack of coordination between the relevant EU initiatives and programmes and to take into account the success of programmes such as URBAN and URBACT;

practice and experience, or the Platform on Sustainable Urban Mobility Plans; calls on the Commission to reinforce its efforts to reduce fragmentation and lack of coordination between the relevant EU initiatives and programmes and to take into account the success of programmes such as URBAN and URBACT; ***urges the Commission to maintain the efforts of the CIVITAS 2020 initiative and to encourage more EU citizens to sign up to this project;***

Or. es

Amendment 61
Tomáš Zdechovský

Draft opinion
Paragraph 9

Draft opinion

9. Welcomes the efforts by the Commission to coordinate and consolidate EU initiatives in the field of urban mobility, such as CIVITAS 2020 for research and innovation, the Urban Mobility Observatory for exchange of best practice and experience, or the Platform on Sustainable Urban Mobility Plans; calls on the Commission to reinforce its efforts to reduce fragmentation and lack of coordination between the relevant EU initiatives and programmes and to ***take into account*** the success of programmes such as URBAN and URBACT;

Amendment

9. Welcomes the efforts by the Commission to coordinate and consolidate EU initiatives in the field of urban mobility, such as CIVITAS 2020 for research and innovation, the Urban Mobility Observatory for exchange of best practice and experience, or the Platform on Sustainable Urban Mobility Plans; calls on the Commission to reinforce its efforts to reduce fragmentation and lack of coordination between the relevant EU initiatives and programmes and to ***consider*** the success of programmes such as URBAN and URBACT;

Or. en

Amendment 62
Michela Giuffrida

Draft opinion
Paragraph 9 a (new)

Draft opinion

Amendment

9 a. Calls for central coordination at European Union level to ensure the improved rationalisation and clarity of standards concerning traffic restrictions in low-emission zones and to tackle the challenges of urban mobility by adopting a holistic approach involving all the sectors concerned: energy, environment, transport authorities. Links between the various means of public transport (trains and trams) allow for proper integration of regional, periurban and urban transport systems;

Or. it

Amendment 63
Enrique Calvet Chambon

Draft opinion
Paragraph 9 a (new)

Draft opinion

Amendment

9 a. Calls on the Commission to draw up urban mobility guidelines, recommendations and indicators to encourage dialogue and the exchange of good social mobility practices between the different parties involved and to coordinate the urban policy strategies to be followed;

Or. es

Amendment 64
Daniel Buda, Iuliu Winkler

Draft opinion
Paragraph 10

Draft opinion

10. Advocates a strong link between mobility plans and urban sustainability and other initiatives such as Smart Cities or the Covenant of Mayors which are oriented towards a more sustainable and self-sufficient city; considers that the voluntary commitment established in the Covenant of Mayors may be a valid model for the promotion of the mobility and sustainability plans;

Amendment

10. Advocates a strong link between mobility plans and urban sustainability and other initiatives such as Smart Cities or the Covenant of Mayors which are oriented towards a more sustainable and self-sufficient city; considers that the voluntary commitment established in the Covenant of Mayors may be a valid model for the promotion of the mobility and sustainability plans; ***welcomes the initiative 'CITIES- of tomorrow investing in Europe' and calls on the Commission to create communication platforms bringing together the stakeholders of sustainable urban development;***

Or. ro

Amendment 65
Monika Smolková

Draft opinion
Paragraph 10

Draft opinion

10. Advocates a strong link between mobility plans and urban sustainability and other initiatives such as Smart Cities or the Covenant of Mayors which are oriented towards a more sustainable and self-sufficient city; considers that the ***voluntary commitment established in the Covenant of Mayors may be a valid model for the promotion of*** the mobility and sustainability ***plans;***

Amendment

10. Advocates a strong link between mobility plans and urban sustainability and other initiatives such as Smart Cities or the Covenant of Mayors which are oriented towards a more sustainable and self-sufficient city; considers that the ***Covenant of Mayors may serve as a springboard for addressing all parties concerned during the creation of*** mobility and sustainability ***plans;***

Or. sk

Amendment 66
Davor Škrlec

Draft opinion
Paragraph 10

Draft opinion

10. Advocates a strong link between mobility plans and urban sustainability and other initiatives such as Smart Cities or the Covenant of Mayors which are oriented towards a more sustainable and self-sufficient city; considers that the voluntary commitment established in the Covenant of Mayors may be a valid model for the promotion of the mobility and sustainability plans;

Amendment

10. Advocates a strong link between mobility plans and urban sustainability and other initiatives such as Smart Cities or the Covenant of Mayors which are oriented towards a more sustainable and self-sufficient city; considers that the voluntary commitment established in the Covenant of Mayors may be a valid model for the promotion of the mobility and sustainability plans ***and publicity, but with clear limitations for real results;***

Or. en

Amendment 67
Daniel Buda, Iuliu Winkler

Draft opinion
Paragraph 11

Draft opinion

11 Considers that the Juncker Plan can play a key role in financing sustainable urban transport projects; believes, therefore, that it is essential to establish strong strategic planning and coherence between urban mobility projects to be supported by the European Fund for Strategic Investment and the objectives and priorities related to urban mobility already developed by national, local and European authorities.

Amendment

11. Considers that the Juncker Plan can play a key role in financing sustainable urban transport projects; believes, therefore, that it is essential to establish strong strategic planning and coherence between urban mobility projects to be supported by the European Fund for Strategic Investment and the objectives and priorities related to urban mobility already developed by national, local and European authorities; ***therefore, calls on the Commission to include public authorities as potential beneficiaries of ESIF funding.***

Amendment 68
Monika Smolková

Draft opinion
Paragraph 11

Draft opinion

11. Considers that the ***Juncker Plan*** can play a key role in financing sustainable urban transport projects; believes, therefore, that it is essential to establish strong strategic planning and coherence between urban mobility projects to be supported by the European Fund for Strategic Investment and the objectives and priorities related to urban mobility already developed by national, local and European authorities.

Amendment

11. Considers that the ***European Fund for Strategic Investment*** can play a key role in financing sustainable urban transport projects; believes, therefore, that it is essential to establish strong strategic planning and coherence between urban mobility projects to be supported by the European Fund for Strategic Investment and the objectives and priorities related to urban mobility already developed by national, local and European authorities.

Amendment 69
Ivan Jakovčič, Petras Auštrevičius

Draft opinion
Paragraph 11

Draft opinion

11. Considers that the Juncker Plan can play a key role in financing sustainable urban transport projects; believes, therefore, that it is essential to establish strong strategic planning and coherence between urban mobility projects to be supported by the European Fund for Strategic Investment and the objectives and priorities related to urban mobility already developed by national, local and European authorities.

Amendment

11. Considers that the Juncker Plan can play a key role in financing sustainable urban transport projects; believes, therefore, that it is essential to establish strong strategic planning and coherence between urban mobility projects to be supported by the European Fund for Strategic Investment and the objectives and priorities related to urban mobility already developed by national, ***regional***, local and European authorities.

Amendment 70

Rosa D'Amato, Isabella Adinolfi, Marco Zullo

Draft opinion

Paragraph 11

Draft opinion

11. Considers that the Juncker Plan can play a key role in financing sustainable urban transport projects; believes, therefore, that it is essential to establish strong strategic planning and coherence between urban mobility projects to be supported by the European Fund for Strategic Investment and the objectives and priorities related to urban mobility already developed by national, local and European authorities.

Amendment

11. **Hopes** that the Juncker Plan can play a key role in financing sustainable urban transport projects; believes, therefore, that it is essential to establish strong strategic planning and coherence between urban mobility projects to be supported by the European Fund for Strategic Investment and the objectives and priorities related to urban mobility already developed by national, local and European authorities.

Or. it

Amendment 71

Ramón Luis Valcárcel Siso

Draft opinion

Paragraph 11 a (new)

Draft opinion

Amendment

11 a. Stresses the importance of capacity-building within local authorities and in periurban areas for drawing up and implementing integrated development strategies to facilitate cooperation between different territories, and consequently to foster interdependence and complementarity.

Or. es

Amendment 72
Iskra Mihaylova

Draft opinion
Paragraph 11 a (new)

Draft opinion

Amendment

11a. Calls on the Commission and Member States to ensure complimentary and synergies between the European Fund for Strategic Investment (EFSI), the Cohesion Policy Funds and the EU subsidized programmes and initiatives, as well as the national public investments and private financial instruments to obtain the maximum added value of the investments effected.

Or. en

Amendment 73
Monika Smolková

Draft opinion
Paragraph 11 a (new)

Draft opinion

Amendment

11a. Calls on the Member States to develop or reassess their own strategies for developing public transport and non-motorised transport to ensure high-quality urban mobility, protection of the environment and quality of life.

Or. sk