



EUROPEAN PARLIAMENT

2014 - 2019

Committee on Transport and Tourism

2014/2228(INI)

9.2.2015

AMENDMENTS

1 - 76

Draft opinion
Wim van de Camp
(PE544.474v01-00)

on the report containing Parliament's recommendations to the European Commission on the negotiations for the Transatlantic Trade and Investment Partnership (TTIP)
(2014/2228(INI))

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PE546.874v02-00

EN

United in diversity

EN

AM_Com_NonLegOpinion

Amendment 1
Bas Eickhout

Draft opinion
Recital A

Draft opinion

A. whereas *in its resolution of 23 May 2013 on EU trade and investment negotiations with the United States of America¹* , Parliament stressed the importance of several major transport issues to be addressed and included in the Transatlantic Trade and Investment Partnership (TTIP);

¹ *Texts adopted, P7_TA(2013)0227.*

Amendment

A. whereas *the TTIP is above all about regulation¹, about reducing or eliminating non-tariff barriers, and as such about the level of protection of human health and the environment;*

¹ *see speech by EU trade Commissioner Malmstrom of 11 December 2014*
http://trade.ec.europa.eu/doclib/docs/2014/december/tradoc_152942.pdf

Or. en

Amendment 2
Merja Kyllönen, Tania González Peñas

Draft opinion
Recital A

Draft opinion

A. whereas in its resolution of 23 May 2013 on EU trade and investment negotiations with the United States of America¹ , Parliament stressed the importance of several *major* transport issues *to be addressed and included* in the Transatlantic Trade and Investment Partnership (TTIP);

¹ *Texts adopted, P7_TA(2013)0227.*

Amendment

A. whereas in its resolution of 23 May 2013 on EU trade and investment negotiations with the United States of America, Parliament stressed the importance of several transport issues, *related especially to aviation and maritime, to be addressed* in the Transatlantic Trade and Investment Partnership (TTIP);

¹ *Texts adopted, P7_TA(2013)0227.*

Or. en

Amendment 3
Wim van de Camp

Draft opinion
Recital B

Draft opinion

B. whereas *at this time no* transport-related issues *have been* included in the TTIP negotiations, *partly* due to *the fact that this would not be in line with US trade policy*;

Amendment

B. whereas *the Commission pursues* transport-related issues *to be* included in the TTIP negotiations, due to *their relevance as classical trade and investment barriers, but resistance on the US side has prevented these issues such as market access in particular being meaningfully addressed in the negotiations*;

Or. en

Amendment 4
Bas Eickhout

Draft opinion
Recital B

Draft opinion

B. whereas at this time no transport-related issues have been included in the TTIP negotiations, partly due to the fact that this would not be in line with US trade policy;

Amendment

B. whereas at this time *almost* no transport-related issues have been included in the TTIP negotiations, partly due to the fact that this would not be in line with US trade policy;

Or. en

Amendment 5
István Ujhelyi

Draft opinion
Recital B

Draft opinion

B. whereas at this time no transport-related issues have been included in the TTIP negotiations, partly due to the fact that this would not be in line with US trade policy;

Amendment

B. whereas at this time no transport ***and tourism*** related issues have been included in the TTIP negotiations, partly due to the fact that this would not be in line with US trade policy;

Or. hu

Amendment 6
Bas Eickhout

Draft opinion
Recital B a (new)

Draft opinion

Amendment

Ba. whereas inter alia the UNECE forum is the internationally competent body for the minimum rules on car emissions and the IMO sets rules on shipping emissions, negotiations on TTIP should take account of these international bodies and rules;

Or. en

Amendment 7
Rosa D'Amato, Daniela Aiuto

Draft opinion
Recital B a (new)

Draft opinion

Amendment

Ba. whereas the negotiations have been conducted with a sad lack of transparency in regard to both stakeholder involvement and keeping EU citizens informed;

Or. it

Amendment 8
Rosa D'Amato, Daniela Aiuto

Draft opinion
Recital B b (new)

Draft opinion

Amendment

Bb. whereas implementation of ISDS (Investor-State Dispute Settlement) as part of the agreement on the TTIP represents a serious threat to national sovereign powers as it has the potential to favour multinationals and their economic interests to the detriment of EU states and the people of Europe;

Or. it

Amendment 9
Jörg Leichtfried, Christine Revault D'Allonnes Bonnefoy, Lucy Anderson

Draft opinion
Paragraph 1

Draft opinion

Amendment

1. Finds regrettable the fact that no transport-related issues were included in the Commission's negotiating mandate for the TTIP;

deleted

Or. en

Amendment 10
Wim van de Camp

Draft opinion
Paragraph 1

Draft opinion

Amendment

1. Finds regrettable the fact that no transport-related issues were included in the Commission's negotiating mandate for

1. Welcomes the fact that the Commission is negotiating on transport-related issues and underlines the importance thereof. Finds regrettable the fact that

the TTIP;

transport was not mentioned as such in the Commission's negotiating mandate *for* TTIP;

Or. en

Amendment 11
Merja Kyllönen, Tania González Peñas

Draft opinion
Paragraph 1

Draft opinion

1. *Finds regrettable the fact that no transport-related issues were included in the Commission's negotiating mandate for the TTIP;*

Amendment

1. *Asks the Commission to ensure that the negotiations are held in open and transparent manners.*

Or. en

Amendment 12
Mara Bizzotto

Draft opinion
Paragraph 1

Draft opinion

1. *Finds regrettable* the fact that no transport-related issues were included in the Commission's negotiating mandate for the TTIP;

Amendment

1. *Notes* the fact that no transport-related issues were included in the Commission's negotiating mandate for the TTIP;

Or. it

Amendment 13
Dieter-Lebrecht Koch

Draft opinion
Paragraph 1

Draft opinion

1. *Finds regrettable the fact that no transport-related issues were* included in the Commission's negotiating mandate for the TTIP;

Amendment

1. *Expects matters of relevance to transport, tourism and logistics to be* included in the Commission's negotiating mandate for the TTIP;

Or. de

Amendment 14
Bas Eickhout

Draft opinion
Paragraph 1

Draft opinion

1. *Finds regrettable the fact that no* transport-related issues were included in the Commission's negotiating mandate for the TTIP;

Amendment

1. *Notes that almost* no transport-related issues were included in the Commission's negotiating mandate for the TTIP;

Or. en

Amendment 15
Claudia Tapardel

Draft opinion
Paragraph 1

Draft opinion

1. Finds regrettable the fact that no transport-related issues were included in the Commission's negotiating mandate for the TTIP;

Amendment

1. Finds regrettable the fact that no transport *or tourist*-related issues were included in the Commission's negotiating mandate for the TTIP;

Or. ro

Amendment 16
István Ujhelyi

**Draft opinion
Paragraph 1**

Draft opinion

1. Finds regrettable the fact that no transport-related issues were included in the Commission's negotiating mandate for the TTIP;

Amendment

1. Finds regrettable the fact that no transport **and tourism** related issues were included in the Commission's negotiating mandate for the TTIP;

Or. hu

**Amendment 17
Rosa D'Amato, Daniela Aiuto**

**Draft opinion
Paragraph 1**

Draft opinion

1. Finds regrettable the fact that no transport-related issues were included in the Commission's negotiating mandate for the TTIP;

Amendment

1. Finds regrettable the fact that no transport-related issues were included in the Commission's negotiating mandate for the TTIP, **this being an essential sector for trade and of great interest to policies on infrastructure and technology investment;**

Or. it

**Amendment 18
Jörg Leichtfried, Christine Revault D'Allonnes Bonnefoy, Lucy Anderson**

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

Draft opinion

Amendment

1a. Calls on the Commission to respect the results of the public consultation process regarding the Investor to state dispute settlement mechanism in TTIP and to follow the proposals from the participants in the public consultation to take ISDS out of the agreement.

Or. en

Amendment 19
Lucy Anderson

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Stresses that a sustainable and successful EU transport sector requires high safety standards, good terms and conditions for workers and strong passenger rights; calls on the Commission to ensure that these priorities are protected and promoted in any TTIP negotiations;

Or. en

Amendment 20
Bas Eickhout

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Insists that the European Commission must represent the EU during negotiations as a full partner, reporting regularly and transparently to Citizens, the European Parliament and the European Council;

Or. en

Amendment 21
Bas Eickhout

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1b. Opposes the inclusion of ISDS (investor state dispute settlement) in TTIP, as ISDS risks fundamentally undermining the sovereign rights of the EU, its member states and regional and local authorities to adopt transport regulations

Or. en

Amendment 22

Jörg Leichtfried, Christine Revault D'Allonnes Bonnefoy, Lucy Anderson

Draft opinion

Paragraph 1 b (new)

Draft opinion

Amendment

1b. Requests the Commission to guarantee that TTIP will not require countries to liberalise or privatise public services, including transport services.

Or. en

Amendment 23

Lucy Anderson

Draft opinion

Paragraph 1 b (new)

Draft opinion

Amendment

1b. Calls on the Commission to define any liberalisation obligations according to a positive list system as used in GATS; stresses that any negotiations based on a negative list system must exclude transport services, as a general public good, from liberalisation obligations;

Or. en

Amendment 24
Lucy Anderson

Draft opinion
Paragraph 1 c (new)

Draft opinion

Amendment

1c. Urges the Commission to publish negotiating text concerning public procurement; stresses that TTIP must not prevent the public ownership and/or operation of transport and related services; furthermore, stresses that services that are privatised, including transport services must not be prevented from returning to public ownership; in this respect calls on the Commission to avoid the use of "ratchet" clauses in TTIP;

Or. en

Amendment 25
Lucy Anderson

Draft opinion
Paragraph 1 d (new)

Draft opinion

Amendment

1d. Notes that under the current TTIP negotiating mandate, the automotive sector has been highlighted as a key sectoral provision; stresses the need to ensure that any efforts to harmonise technical regulations, standards and approval procedures in the automotive sector must at all times ensure that the highest standards are maintained; calls on the Commission to guarantee EU safety standards will be matched or bettered in any harmonisation exercises;

Or. en

Amendment 26
Lucy Anderson

Draft opinion
Paragraph 1 e (new)

Draft opinion

Amendment

1e. Notes that the EU maritime sector is already subject to free market access; recognises the need to protect and promote quality seafaring jobs and high safety standards in the EU and US; calls on the Commission to oppose the inclusion of shipping services in TTIP and to build on the existing regulatory framework to promote a quality shipping industry underpinned by good terms and conditions for all workers, regardless of nationality;

Or. en

Amendment 27
Lucy Anderson

Draft opinion
Paragraph 1 e (new)

Draft opinion

Amendment

1e. Notes the continued threats to automotive workers' terms and conditions in both the EU and US; stresses that the success of the automotive sector depends upon a safe and secure workforce; urges the Commission to maintain the highest standard of automotive workers' rights and to promote social dialogue to ensure a strong partnership between trade unions and employers;

Or. en

Amendment 28
Mara Bizzotto

Draft opinion
Paragraph 2

Draft opinion

2. Reiterates the great importance of the transatlantic transport sector for trade as well as economic growth and jobs; ***reiterates its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues, taking into account existing EU standards;***

Amendment

2. Reiterates the great importance of the transatlantic transport sector for trade as well as economic growth and jobs;

Or. it

Amendment 29
Bas Eickhout

Draft opinion
Paragraph 2

Draft opinion

2. Reiterates the great importance of the transatlantic transport sector for trade as well as economic ***growth and*** jobs; reiterates its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues, ***taking into account existing EU standards;***

Amendment

2. Reiterates the great importance of the transatlantic transport sector for trade, ***safety, the environment and the climate*** as well as economic ***development and sustainable*** jobs; reiterates its call for the negotiations to address in a meaningful way and in the spirit of ***coherent*** reciprocity all relevant issues, ***safeguarding existing EU safety, social and environmental*** standards;

Or. en

Amendment 30
Merja Kyllönen, Tania González Peñas

Draft opinion
Paragraph 2

Draft opinion

2. Reiterates the great importance of the transatlantic transport sector for trade as well as economic growth and jobs; reiterates its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues, taking into account existing EU standards;

Amendment

2. Reiterates the great importance of the transatlantic transport sector for trade as well as economic growth and jobs; reiterates its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues, taking into account existing EU standards, ***and to guarantee that European working conditions, level of environmental protection and human health and safety are not compromised.***

Or. en

Amendment 31
Fernando Ruas

Draft opinion
Paragraph 2

Draft opinion

2. Reiterates the great importance of the transatlantic transport sector for trade as well as economic growth and jobs; reiterates its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues, taking into account existing EU standards;

Amendment

2. Reiterates the great importance of the transatlantic transport sector for ***the euroatlantic trade expansion*** as well as ***for*** economic growth and jobs ***creation in both economies***; reiterates its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues, taking into account existing EU standards;

Or. en

Amendment 32
Franck Proust

Draft opinion
Paragraph 2

Draft opinion

2. Reiterates the great importance of the

Amendment

2. Reiterates the great importance of the

transatlantic transport sector for trade as well as economic growth and jobs; reiterates its call for the negotiations to address in a meaningful way and in *the spirit* of reciprocity all relevant issues, taking into account existing EU standards;

transatlantic transport sector for trade as well as economic growth and jobs; reiterates its call for the negotiations to address in a meaningful way and in *accordance with the principle* of reciprocity all relevant issues, taking into account existing EU standards;

Or. fr

Amendment 33
Franck Proust

Draft opinion
Paragraph 2

Draft opinion

2. Reiterates the great importance of the transatlantic transport sector for trade as well as economic growth and jobs; reiterates its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues, *taking into account existing* EU standards;

Amendment

2. Reiterates the great importance of the transatlantic transport sector for trade as well as economic growth and jobs; reiterates its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues; *takes the view that approximation of standards should be a priority in the interest of enhancing the competitiveness of our industries, but that the level of* EU standards *should never be lowered*;

Or. fr

Amendment 34
Jörg Leichtfried

Draft opinion
Paragraph 2

Draft opinion

2. Reiterates the great importance of the transatlantic transport sector for trade as well as economic growth and jobs; reiterates its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues,

Amendment

(Does not affect English version)

taking into account existing EU standards;

Or. de

Amendment 35

Rosa D'Amato, Daniela Aiuto

Draft opinion

Paragraph 2

Draft opinion

2. Reiterates ***the great importance of the transatlantic transport sector for trade as well as economic growth and jobs***; ***reiterates*** its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues, taking into account existing EU standards;

Amendment

2. Reiterates its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues, taking into account existing EU standards; ***with due regard for protection of consumers, workers, safety and the environment; calls for the European Union's achievements in regard to privacy and the processing of passenger data to be honoured within the TTIP***;

Or. it

Amendment 36

Rosa D'Amato, Daniela Aiuto

Draft opinion

Paragraph 2 – subparagraph 1 (new)

Draft opinion

Amendment

Calls for guarantees that national laws will have priority in security issues connected to the free trade agreement;

Or. it

Amendment 37

Jörg Leichtfried

Draft opinion

Paragraph 2 a (new)

Draft opinion

Amendment

2a. Insists that any lowering of European standards be ruled out; considers that the provisions on regulatory cooperation should include a stipulation to that effect;

Or. de

Amendment 38
Bas Eickhout

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Calls upon the Commission to safeguard EU privacy and data protection rules which cannot be considered a trade barrier;

Or. en

Amendment 39
Inés Ayala Sender

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Recalls in this respect the importance of services of general economic interest, public services in the EU transport sector and the public service obligations which are intended to support and unite a territory and make it accessible to the population; notes the significant differences in urban development in the EU and the US which affect how public services are provided and structured on both sides.

Amendment 40
Jörg Leichtfried

Draft opinion
Paragraph 2 b (new)

Draft opinion

Amendment

2b. Emphasises that public transport, as an integral component in the provision of services of general interest, is a sensitive sector with regard both to environmental targets and to the introduction of true costing;

Or. de

Amendment 41
Bas Eickhout

Draft opinion
Paragraph 2 b (new)

Draft opinion

Amendment

2b. Recalls and agrees with Commissioner Malmstrom that all areas where the EU and the US have very different rules or reciprocal interests should be excluded from the negotiations; furthermore, work from existing harmonising bodies, like for instance the UNECE (e.g. motor vehicle standards) or the IMO (e.g. curbing emissions from shipping) should not be duplicated.

Or. en

Amendment 42
Jörg Leichtfried

Draft opinion
Paragraph 2 c (new)

Draft opinion

Amendment

2c. Calls for not only public services and social services but also specifically public transport, including local public transport, to be unequivocally excluded from all the provisions of the agreement; insists likewise that there should be no negative lists, so-called hybrid approaches or ratchet clauses; considers that trade agreements should not in any way restrict political margins for manoeuvre in maintaining and developing public services;

Or. de

Amendment 43
Bas Eickhout

Draft opinion
Paragraph 2 c (new)

Draft opinion

Amendment

2c. Calls upon the Commission to safeguard EU legislation on passenger rights;

Or. en

Amendment 44
Bas Eickhout

Draft opinion
Paragraph 2 d (new)

Draft opinion

Amendment

2d. Calls upon the Commission to safeguard EU legislation on the noise reduction at European airports;

Amendment 45**Jörg Leichtfried, Christine Revault D'Allonnes Bonnefoy****Draft opinion****Paragraph 3***Draft opinion*

3. Deplores the severe restrictions in the US air transport sector regarding foreign ownership and control of airlines; deplores, furthermore, the imbalance between the restrictions on cabotage rights imposed by the US and the freedoms enjoyed by US airlines in Member States; questions seriously, in this respect, the validity of the reasoning by the US to maintain these restrictions based on national security considerations;

Amendment

3. Deplores the severe restrictions in the US air transport sector regarding foreign ownership and control of airlines; deplores, furthermore, the imbalance between the restrictions on cabotage rights imposed by the US and the freedoms enjoyed by US airlines in Member States; questions seriously, in this respect, the validity of the reasoning by the US to maintain these restrictions based on national security considerations; ***therefore calls on the Commission to step up its efforts in the ongoing negotiations on the Air Agreement with the US and set up a parallel calendar for this negotiation.***

Amendment 46**Dieter-Lebrecht Koch****Draft opinion****Paragraph 3***Draft opinion*

3. Deplores the severe restrictions in the US air transport sector regarding foreign ownership and control of airlines; deplores, furthermore, the imbalance between the restrictions on cabotage rights imposed by the US and the freedoms enjoyed by US airlines in Member States; questions seriously, in this respect, the validity of the reasoning by the US to maintain these restrictions based on national security

Amendment

3. Deplores the severe restrictions in the US air transport sector regarding foreign ownership and control of airlines; deplores, furthermore, the imbalance between the restrictions on cabotage rights ***for European airlines*** imposed by the US and the freedoms enjoyed by US airlines in Member States; questions seriously, in this respect, the validity of the reasoning by the US to maintain these restrictions based on

considerations;

national security considerations, **and calls on the Commission, therefore, to renegotiate these aspects within the TTIP so as to achieve a level playing field;**

Or. de

Amendment 47
Georg Mayer

Draft opinion
Paragraph 3

Draft opinion

3. **Deplores** the severe restrictions in the US air transport sector regarding foreign ownership and control of airlines; **deplores**, furthermore, the imbalance between the restrictions on cabotage rights imposed by the US and the freedoms enjoyed by US airlines in Member States; **questions seriously, in this respect**, the validity of the reasoning by the US to maintain these restrictions based on national security considerations;

Amendment

3. **Notes** the severe restrictions in the US air transport sector regarding foreign ownership and control of airlines **but cannot accept any such restriction in the context of a transatlantic partnership;** furthermore, **cannot accept** the imbalance between the restrictions on cabotage rights imposed by the US and the freedoms enjoyed by US airlines in Member States; **rejects therefore** the validity of the reasoning by the US to maintain these restrictions based on national security considerations;

Or. de

Amendment 48
Ivan Jakovčić

Draft opinion
Paragraph 3

Draft opinion

3. Deplores the severe restrictions in the US air transport sector regarding foreign ownership and control of airlines; deplores, furthermore, the imbalance between the restrictions on cabotage rights imposed by the US and the freedoms enjoyed by US airlines in Member States; **questions**

Amendment

3. Deplores the severe restrictions in the US air transport sector regarding foreign ownership and control of airlines; deplores, furthermore, the imbalance between the restrictions on cabotage rights imposed by the US and the freedoms enjoyed by US airlines in Member States; **cannot accept**,

seriously, in this respect, the validity of the reasoning by the US to maintain these restrictions based on national security considerations;

in this respect, the validity of the reasoning by the US to maintain these restrictions based on national security considerations;

Or. en

Amendment 49
Franck Proust

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. Encourages the American and European authorities, given the likely development of the market in transatlantic transport links, to pay close attention to compliance by service providers (carriers) with our social and fiscal standards, in order to avoid any unfair competition;

Or. fr

Amendment 50
Inés Ayala Sender

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. Is of the opinion that EU social, environmental and labour regulations in the field of transport may neither be harmonised downwards nor be the subject of any automatic mutual recognition by the two parties in the TTIP; believes that any agreement reached has to address thoroughly the issues of social, labour and environmental standards established in EU legislation;

Or. es

Amendment 51
Inés Ayala Sender

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3b. Recalls that the EU has drawn up legislation on airline passengers' rights which cannot be the subject of any mutual recognition which entails lowering EU standards, and has to be taken into account in TTIP negotiations;

Or. es

Amendment 52
Inés Ayala Sender

Draft opinion
Paragraph 3 c (new)

Draft opinion

Amendment

3c. Calls on the parties to take account in the TTIP negotiations of safety aspects inherent to transport, and to air transport in particular;

Or. es

Amendment 53
Wim van de Camp

Draft opinion
Paragraph 4

Draft opinion

Amendment

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: (i) restricted from having repair and conversion services carried out

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are ***inter alia***: (i) restricted from having repair and conversion services

outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls upon the Commission to address in the TTIP this extreme protectionism by the US;

carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment **and (iii) prevents EU vessels to sail between US ports**; emphasises that no US-built requirements exist for any other modes of transportation in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls upon the Commission to address in the TTIP this extreme protectionism by the US;

Or. en

Amendment 54 **Ivan Jakovčić**

Draft opinion **Paragraph 4**

Draft opinion

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: (i) restricted from having repair and conversion services carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls

Amendment

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: (i) restricted from having repair and conversion services carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls

upon the Commission *to address* in the TTIP this extreme protectionism by the US;

upon the Commission, *due to the strategic importance of the European shipyard companies, to insist on reciprocity* in the TTIP *because of* this extreme protectionism by the US;

Or. en

Amendment 55
Dieter-Lebrecht Koch

Draft opinion
Paragraph 4

Draft opinion

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: (i) restricted from having repair and conversion services carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls upon the Commission *to address in the TTIP* this extreme protectionism by the US;

Amendment

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: (i) restricted from having repair and conversion services carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls upon the Commission *to rule out* this extreme protectionism by the US *in the context of the TTIP*;

Or. de

Amendment 56
Georg Mayer

Draft opinion
Paragraph 4

Draft opinion

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: (i) restricted from having repair and conversion services carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls upon the Commission *to address* in the TTIP this extreme protectionism by the US;

Amendment

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: (i) restricted from having repair and conversion services carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls upon the Commission, in the *negotiations, not to tolerate* this extreme protectionism by the US;

Or. de

Amendment 57

Rosa D'Amato, Daniela Aiuto

Draft opinion

Paragraph 4

Draft opinion

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: i) restricted from having repair and conversion services carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation

Amendment

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: i) restricted from having repair and conversion services carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation

in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls upon the Commission to **address in** the TTIP **this extreme protectionism by the US**;

in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls upon the Commission to **ensure** the TTIP **provides for the repeal of the Jones Act**;

Or. it

Amendment 58
Miltiadis Kyrkos

Draft opinion
Paragraph 4

Draft opinion

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: (i) restricted from having repair and conversion services carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls upon the Commission to address in the TTIP this extreme protectionism by the US;

Amendment

4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: (i) restricted from having repair and conversion services carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls upon the Commission to address in the TTIP this extreme protectionism by the US; **notes that it is important for waivers of the Jones Act to favour European-flagged vessels, given that EU seaworthiness standards are the highest in the world**;

Amendment 59
Dominique Riquet

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Takes the view that, in the motor industry, this transatlantic partnership should be an opportunity to pursue efforts to standardise products so as to avoid non-tariff barriers, particularly in the form of additional safety rules; stresses that particular attention should be given to the standardisation of alternative propulsion systems such as those using hydrogen or electricity;

Or. fr

Amendment 60
Jörg Leichtfried, Christine Revault D'Allonnes Bonnefoy

Draft opinion
Paragraph 5

Draft opinion

Amendment

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: (i) regulatory and standardisation barriers; and (ii) 'Buy America' provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by pushing for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements.

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: (i) regulatory and standardisation barriers; and (ii) 'Buy America' provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by pushing for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements ***to ensure equal access for EU and US companies on each other's market when bidding for public tenders.***

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.

Or. en

Amendment 61
Lucy Anderson

Draft opinion
Paragraph 5

Draft opinion

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (*such as railway projects*) *due to: (i) regulatory and standardisation barriers; and (ii) ‘Buy America’ provisions²* ; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to *address in the TTIP this protectionism by the US by pushing* for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements.

² *Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.*

Amendment

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments ; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to *push* for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements.

²

Or. en

Amendment 62
Franck Proust

Draft opinion
Paragraph 5

Draft opinion

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: (i) regulatory and standardisation barriers; and (ii) ‘Buy America’ provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by pushing for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements.

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.

Amendment

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: (i) regulatory and standardisation barriers **and *dissuasive administrative constraints***; and (ii) ‘Buy America’ provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by pushing for the creation of a level playing field and establishing a new level of transparency in ***access and*** procurement with open and predictable procedural requirements.

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act

Or. fr

Amendment 63
Merja Kyllönen, Tania González Peñas

Draft opinion
Paragraph 5

Draft opinion

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: (i) regulatory and standardisation barriers; and (ii) ‘Buy America’ provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by pushing for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements.

Amendment

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: (i) regulatory and standardisation barriers; and (ii) ‘Buy America’ provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by pushing for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements; ***and also notes that the***

assessment of environmental and sosioeconomical impacts of the investments in transport infrastructure must meet the European and Member States standards.

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.

Or. en

Amendment 64 **Georg Mayer**

Draft opinion **Paragraph 5**

Draft opinion

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: (i) regulatory and standardisation barriers; and (ii) ‘Buy America’ provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by *pushing for* the creation of a level playing field and *establishing a* new level of transparency in procurement with open and predictable procedural requirements.

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.

Amendment

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: (i) regulatory and standardisation barriers; and (ii) ‘Buy America’ provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by *demanding* the creation of a level playing field and *the establishment of* a new level of transparency in procurement with open and predictable procedural requirements, *and, if necessary, by suspending the negotiations to underline the importance of that demand.*

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.

Or. de

Amendment 65
Dominique Riquet

Draft opinion
Paragraph 5

Draft opinion

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: (i) regulatory and standardisation barriers; and (ii) ‘Buy America’ provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by pushing for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements.

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.

Amendment

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects **and port infrastructures**) due to: (i) regulatory and standardisation barriers; and (ii) ‘Buy America’ provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by pushing for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements.

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.

Or. fr

Amendment 66
Rosa D'Amato, Daniela Aiuto

Draft opinion
Paragraph 5

Draft opinion

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: i) regulatory and standardisation barriers; and (ii) ‘Buy America’ provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism

Amendment

5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: i) regulatory and standardisation barriers; and (ii) ‘Buy America’² provisions **and highlights the fact that in the field of aviation, for instance, in high-value technological and industrial projects such as SESAR for**

by the US by pushing for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements.

Europe and NextGen for the US, European industries do not benefit from the same guaranteed access to procurement notices as US industries do in Europe; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by pushing for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements.

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.

Or. it

Amendment 67
Jörg Leichtfried

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Insists that competition at the expense of social and environmental standards must be ruled out; calls therefore for provisions requiring the ratification, transposition and application of the ILO's core and other more comprehensive labour standards, with penalties for non-compliance; calls too for the observance of multilateral agreements, including the Kyoto Protocol, to be a binding requirement.

Or. de

Amendment 68
Claudia Tapardel

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Calls for the inclusion in the TTIP negotiations of the elimination of visa requirements for all Member State citizens seeking to enter the US as tourists.

Or. ro

Amendment 69
Franck Proust

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Takes the view that the disputes pending before the WTO between European and American transport firms are detrimental to our mutual competitiveness; considers that the TTIP negotiations should lead the two parties to settle these disputes, particularly given the increasingly strong competition from emerging countries in the industry and transport fields;

Or. fr

Amendment 70
Tomasz Piotr Poreęba

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Stresses that public procurement markets should be opened at all level of US Government, with mutual market

access. Treatment should be no less favourable than accorded to local suppliers while local content provisions should look to be addressed, in particular "Buy America" provisions. Procedures should be made more simple, transparent and streamlined.

Or. en

Amendment 71
Dominique Riquet

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Reiterates, in view of the fact that the Single Market has not been completed and there has been no real political integration, the difficulty for the EU of negotiating with an organised federal state;

Or. fr

Amendment 72
Bas Eickhout

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Encourages the Commission to maintain public service interests in the core of transport policy and not to give these interests up in favour of liberalisation.

Or. en

Amendment 73
Rosa D'Amato, Daniela Aiuto

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Notes that although the US has signed the WTO Government Procurement Agreement, 13 of its States are not subject to its provisions and another 37 States do not apply it equally; points out that this seriously hinders market access for EU companies and calls for solutions to be found in the TTIP to the restrictions brought about by the separation of state and federal powers;

Or. it

Amendment 74
Olga Sehnalová

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Stresses that the EU should allow harmonization with the U.S. standards only under the condition that in each case the EU vehicle safety standards will be matched or improved taking into consideration their serious impact on road safety.

Or. en

Amendment 75
Olga Sehnalová

Draft opinion
Paragraph 5 b (new)

Draft opinion

Amendment

5b. Stresses that during the TTIP negotiations, the European Commission should safeguard the EU's exclusive competence on vehicle type-approval with respect to the EU's vehicle safety legislation.

Or. en

Amendment 76
Rosa D'Amato, Daniela Aiuto

Draft opinion
Paragraph 5 b (new)

Draft opinion

Amendment

5b. Calls for ISDS to be excluded from the TTIP.

Or. it