



EUROPEAN PARLIAMENT

2014 - 2019

Committee on Transport and Tourism

2015/2005(INI)

22.4.2015

AMENDMENTS

1 - 306

Draft report
Wim van de Camp
(PE551.935v02-00)

on the implementation of the 2011 White Paper on Transport: taking stock and
the way forward towards sustainable mobility
(2015/2005(INI))

AM\1057939EN.doc

PE554.853v01-00

Amendment 1
Bas Eickhout, Karima Delli

Motion for a resolution
Citation 1 a (new)

Motion for a resolution

Amendment

**- having regard to the upcoming COP21
Climate Conference in December 2015 in
Paris,**

Or. en

Amendment 2
Bas Eickhout

Motion for a resolution
Citation 1 b (new)

Motion for a resolution

Amendment

**- having regard to the Energy Union
Package ‘A Framework Strategy for a
Resilient Energy Union with a Forward-
Looking Climate Change Policy’
(COM(2015)0080) as well as the
European Council conclusions of October
2014 on the climate and energy
framework for 2030,**

Or. en

Amendment 3
Claudia Tapardel, Lucy Anderson, Theresa Griffin

Motion for a resolution
Citation 1 b (new)

Motion for a resolution

Amendment

- having regard to the Energy Union Package 'A Framework Strategy for a Resilient Energy Union with a Forward-Looking Climate Change Policy (COM(2015)0080),

Or. en

**Amendment 4
Bas Eickhout**

**Motion for a resolution
Citation 2 a (new)**

Motion for a resolution

Amendment

- having regard to the Communication from the Commission to the Council on 'speed limits in the Community' of 26 January 1987 (COM(1986)735),

Or. en

**Amendment 5
Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug**

**Motion for a resolution
Citation 5 a (new)**

Motion for a resolution

Amendment

- having regard to the objectives laid down in the European Council conclusions of October 2014 on the climate and energy framework,

Or. en

**Amendment 6
Bas Eickhout, Michael Cramer, Karima Delli**

Motion for a resolution
Citation 5 a (new)

Motion for a resolution

Amendment

**- having regard to its resolution of 27
September 2011 on European road safety
2011-2020,**

Or. en

Amendment 7
Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug

Motion for a resolution
Citation 6 a (new)

Motion for a resolution

Amendment

**- having regard to the Communication
from the Commission to the European
Parliament and the Council entitled ‘The
Paris Protocol – A blueprint for tackling
global climate change beyond 2020’
(COM(2015)0081),**

Or. en

Amendment 8
Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Ismail Ertug

Motion for a resolution
Citation 7 a (new)

Motion for a resolution

Amendment

**- having regard to the Communication
from the Commission to the European
Parliament and the Council entitled
‘Together towards competitive and
resource-efficient urban mobility’ (COM
(2013)0913),**

Or. en

Amendment 9
Bas Eickhout

Motion for a resolution
Citation 8 a (new)

Motion for a resolution

Amendment

**- having regard to the Digital Single
Market Strategy,**

Or. en

Amendment 10
Claudia Tapardel, Theresa Griffin

Motion for a resolution
Citation 8 b (new)

Motion for a resolution

Amendment

**- having regard to the European Council
Conclusions of 23 and 24 October 2014
regarding the 2030 Climate and Energy
Policy Framework,**

Or. en

Amendment 11
Bas Eickhout

Motion for a resolution
Recital A

Motion for a resolution

Amendment

A. whereas the White Paper on Transport set an ambitious agenda for the transformation of the European transport system and the creation of a genuine Single European Transport Area;

A. whereas the White Paper on Transport set an ambitious agenda for the transformation of the European transport system and the creation of a genuine Single European Transport Area ***particularly also in view of the upcoming climate negotiations COP 21 in Paris in***

December 2015;

Or. en

Amendment 12

Bas Eickhout

Motion for a resolution

Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas the premises of our society are changing through digitalisation, urbanisation, globalisation and demographic change, and we need a shift of existing transport policy paradigms that can cope with the challenges of the future;

Or. en

Amendment 13

Dominique Riquet

Motion for a resolution

Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas transport is fundamental to the free movement of people, goods and services, on which the proposed single market is based; whereas this free movement is both a powerful driving force for integration within the Union and a key factor in the performance of European industry and commerce;

Or. fr

Amendment 14

Ivo Belet

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the transport industry represents a driving force of the EU economy, employing around 10 million people **and** accounting for about 5 % of GDP, which should remain a frontrunner in generating further economic growth and job creation;

Amendment

B. whereas the transport industry represents a driving force of the EU economy, employing around 10 million people, accounting for about 5 % of GDP **and contributing to the competitiveness and efficiency of the internal market**, which should remain a frontrunner in generating further economic growth and job creation;

Or. en

Amendment 15
Dominique Riquet

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the transport **industry** represents a driving force of the EU economy, employing around 10 million people and accounting for about 5 % of GDP, which should remain a frontrunner in generating further economic growth and job creation;

Amendment

B. whereas the transport **sector** represents a driving force of the EU economy, employing around 10 million people and accounting for about 5 % of GDP, which should remain a frontrunner in generating further economic growth and job creation;

Or. en

Amendment 16
Pavel Telička, Martina Dlabajová

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the transport industry

Amendment

B. whereas the transport **and logistics**

represents a driving force of the EU economy, employing around 10 million people and accounting for about 5 % of GDP, which should remain a frontrunner in generating further economic growth and job creation;

industry represents a driving force of the EU economy, employing around 10 million people and accounting for about 5 % of GDP, which should remain a frontrunner in generating further economic growth and job creation ***as well as in boosting businesses, including SMEs and start-ups;***

Or. en

Amendment 17
Luis de Grandes Pascual

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the transport industry represents a driving force of the EU economy, employing around 10 million people and accounting for about 5 % of GDP, which should remain a frontrunner in generating further economic growth and job creation;

Amendment

B. whereas the transport industry represents a driving force of the EU economy, employing around 10 million people and accounting for about 5 % of GDP, which should remain a frontrunner in generating ***territorial cohesion***, further economic growth and job creation;

Or. es

Amendment 18
Kosma Złotowski

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the transport industry represents a driving force of the EU economy, employing around 10 million people and accounting for about 5 % of GDP, which should remain a frontrunner in generating further economic growth and job creation;

Amendment

B. whereas the transport industry represents a driving force of the EU economy, employing around 10 million people and accounting for about 5 % of GDP, which should remain a frontrunner in generating further economic growth and job creation ***and which should be protected from the negative impact of very ambitious decarbonisation goals included***

in long-term policy of the European Union;

Or. en

Amendment 19

Bas Eickhout, Karima Delli

Motion for a resolution

Recital B

Motion for a resolution

B. whereas the transport *industry represents a driving force of* the EU economy, employing *around* 10 million people *and* accounting for about 5 % of GDP, *which should remain a frontrunner in generating further* economic growth *and job creation*;

Amendment

B. whereas the transport *sector is of importance for the sustainable development*, the EU economy, *directly* employing 10 million people, accounting for about 5 % of GDP *and whereas there is a decoupling tendency¹ between transport and* economic growth;

^{1 a} *see EEA data:*

<http://www.eea.europa.eu/data-and-maps/indicators/transport-emissions-of-greenhouse-gases/transport-emissions-of-greenhouse-gases-4>

Or. en

Amendment 20

Merja Kyllönen

Motion for a resolution

Recital B a (new)

Motion for a resolution

Ba. whereas transport is one of the most important services for European citizens and backbone of competitiveness of Europe, as well one of the most influential factors to foster the coherency across Europe;

Amendment

Or. en

Amendment 21
Massimiliano Salini

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas transport infrastructure investments have a positive impact on economic growth, create wealth and jobs, and enhance trade;

Or. en

Amendment 22
Salvatore Domenico Pogliese

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas transport infrastructure investments have a positive impact on economic growth, create wealth and jobs, and enhance trade;

Or. it

Amendment 23
Izaskun Bilbao Barandica

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

B a. whereas saturation of means of

transport costs Europeans 1 % of GDP each year;

Or. es

Amendment 24
Izaskun Bilbao Barandica

Motion for a resolution
Recital C

Motion for a resolution

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain its competitive position;

Amendment

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain its competitive position *in view of the threat posed by the momentum, investment and innovation in this sector in Asian countries;*

Or. es

Amendment 25
Kosma Złotowski

Motion for a resolution
Recital C

Motion for a resolution

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain its competitive position;

Amendment

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain its competitive position *under strong pressure of transport sector companies from other parts of world;*

Or. en

Amendment 26
Merja Kyllönen

Motion for a resolution
Recital C

Motion for a resolution

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, **and** it is crucial that European transport continues to develop and invest to maintain its competitive position;

Amendment

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations; it is crucial that European transport continues to **renew**, develop and invest to maintain its competitive position **by adapting to digitalization, new business models and actors**;

Or. en

Amendment 27
Henna Virkkunen

Motion for a resolution
Recital C

Motion for a resolution

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain its competitive position;

Amendment

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain its competitive position **in all transport modes**;

Or. en

Amendment 28
Olga Sehnalová, Claudia Tapardel

Motion for a resolution
Recital C

Motion for a resolution

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain its competitive position;

Amendment

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain its competitive position ***in accordance with the Europe 2020 strategy***;

Or. en

Amendment 29

Claudia Tapardel, Theresa Griffin

Motion for a resolution

Recital C

Motion for a resolution

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain its competitive position;

Amendment

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain its competitive position; ***European standards in this field are a successful export and used world-wide***;

Or. en

Amendment 30

Daniela Aiuto, Rosa D'Amato

Motion for a resolution

Recital C

Motion for a resolution

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest to maintain

Amendment

C. whereas transport is a sector where Europe is a world leader, in both manufacturing and transport operations, and it is crucial that European transport continues to develop and invest ***in***

its competitive position;

sustainability to maintain its competitive position;

Or. it

Amendment 31

Markus Ferber

Motion for a resolution

Recital C a (new)

Motion for a resolution

Amendment

C a. whereas measures for the competitiveness of the EU freight transport market are laid down in the 2014 Report from the Commission on the State of the Union Road Transport Market, in order to harmonise implementing measures on permanent establishment for the purpose of transport services;

Or. de

Amendment 32

Izaskun Bilbao Barandica

Motion for a resolution

Recital C a (new)

Motion for a resolution

Amendment

C a. whereas one of the main objectives of the White Paper should be to make people and their rights as passengers the central objective of transport policy;

Or. es

Amendment 33

Dominique Riquet

Motion for a resolution
Recital D

Motion for a resolution

D. whereas it is necessary to eliminate all the residual barriers, technical ***compatibilities*** and burdensome administrative procedures that impede the achievement of a fully integrated transport system;

Amendment

D. whereas it is necessary to eliminate all the residual barriers, technical ***incompatibilities*** and burdensome administrative procedures that impede the achievement of a fully integrated transport system;

Or. en

Amendment 34
Marie-Christine Arnautu

Motion for a resolution
Recital D

Motion for a resolution

D. whereas it is necessary to eliminate ***all*** the residual barriers, technical compatibilities and ***burdensome*** administrative procedures that impede the achievement of ***a fully integrated*** transport system;

Amendment

D. whereas it is necessary to eliminate the residual barriers, technical compatibilities and ***over-zealous*** administrative procedures that impede the achievement of ***better coordinated*** transport systems;

Or. fr

Amendment 35
Inés Ayala Sender

Motion for a resolution
Recital D

Motion for a resolution

D. whereas it is necessary to eliminate all the residual barriers, technical compatibilities and burdensome administrative procedures that impede the achievement of a fully integrated transport system;

Amendment

D. whereas it is necessary to eliminate all the residual barriers, technical compatibilities and burdensome administrative procedures that impede the achievement of a fully integrated transport system, ***and to oppose any new measures***

*introduced by Member States which
create barriers to the free movement of
goods and services;*

Or. es

Amendment 36
Izaskun Bilbao Barandica

Motion for a resolution
Recital D a (new)

Motion for a resolution

Amendment

*D a. whereas investment in transport
infrastructure has a positive impact on
economic growth, job creation and the
improvement and stimulation of
commercial flows;*

Or. es

Amendment 37
Izaskun Bilbao Barandica

Motion for a resolution
Recital E

Motion for a resolution

Amendment

E. whereas it is essential to *ensure the
successful development of* the Trans-
European Transport Network (TEN-T),
effectively link the transport networks of
all EU regions and eliminate disparities
between the levels of infrastructure
development;

E. whereas it is essential to *meet the
deadlines for the development of the
priority projects defined in* the Trans-
European Transport Network (TEN-T),
effectively link the transport networks of
all EU regions and eliminate disparities
between the levels of infrastructure
development *and eliminate the barriers
which hinder private investment;*

Or. es

Amendment 38
Wim van de Camp

Motion for a resolution
Recital E

Motion for a resolution

E. whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and eliminate disparities between the levels of infrastructure development;

Amendment

E. whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and eliminate disparities between the levels of infrastructure development **and maintenance**;

Or. en

Amendment 39
Inés Ayala Sender

Motion for a resolution
Recital E

Motion for a resolution

E. whereas it is essential to ensure the successful **development** of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and eliminate disparities between the levels of infrastructure development;

Amendment

E. whereas it is essential to ensure the successful **creation** of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and eliminate disparities between the levels of infrastructure development;

Or. es

Amendment 40
Marie-Christine Arnautu

Motion for a resolution
Recital E

Motion for a resolution

E. whereas it is essential to ensure the

Amendment

E. whereas it is essential to ensure the

successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and ***eliminate*** disparities between the levels of infrastructure development;

successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and ***reduce*** disparities between the levels of infrastructure development;

Or. fr

Amendment 41
Tomasz Piotr Poręba

Motion for a resolution
Recital E

Motion for a resolution

E. whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and eliminate disparities between the levels of infrastructure development,

Amendment

E. whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and eliminate disparities between the levels of infrastructure development, ***in particular between Eastern and Western regions of the EU,***

Or. pl

Amendment 42
Kosma Złotowski

Motion for a resolution
Recital E

Motion for a resolution

E. whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and eliminate disparities between the levels of infrastructure development;

Amendment

E. whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and eliminate disparities between the levels of infrastructure development, ***especially between Member States from East and West Europe;***

Amendment 43

Claudia Tapardel, Georgi Pirinski, Jens Nilsson, Olga Sehnalová

Motion for a resolution

Recital E

Motion for a resolution

E. whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of **all EU** regions and eliminate disparities between the levels of infrastructure development;

Amendment

E. whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of **EU central** regions **to those of the periphery** and eliminate disparities between the levels of infrastructure development **and maintenance**;

Amendment 44

Daniela Aiuto, Rosa D'Amato

Motion for a resolution

Recital E

Motion for a resolution

E. whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and eliminate disparities between the levels of infrastructure development;

Amendment

E. whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), **avoiding wasting money by overestimating the scale of construction**, effectively link the transport networks of all EU regions and eliminate disparities between the levels of infrastructure development, **while fully respecting the environment and citizens' health**;

Amendment 45
Lucy Anderson, Gesine Meissner, Olga Sehnalová

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

Ea. whereas multimodal networks and the integration of different transport modes and services are potentially beneficial for improving passenger and freight transport connections and efficiency, thus helping to reduce carbon and other harmful emissions;

Or. en

Amendment 46
Izaskun Bilbao Barandica

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

E a. considering the proliferation of new shared transportation network companies which put drivers in contact with passengers;

Or. es

Amendment 47
Dominique Riquet

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

E a. whereas transport infrastructure generally requires long-term financing, and levels of investment have fallen in recent times owing to a lack of confidence

*amongst lawmakers, project developers
and the financial sector;*

Or. fr

Amendment 48
Bas Eickhout, Karima Delli

Motion for a resolution
Recital F

Motion for a resolution

F. whereas transport continues to be nearly fully dependent on fossil fuels and is the only sector where greenhouse gas emissions have grown over the last 25 years, and without the recent *economic downturn* emissions growth could have been even bigger;

Amendment

F. whereas transport continues to be nearly fully dependent on fossil fuels and is the only sector where greenhouse gas emissions have grown *by 30%* over the last 25 years, and without the recent *downturn of transport volumes*, emissions growth could have been even bigger;

Or. en

Amendment 49
Bas Eickhout

Motion for a resolution
Recital G

Motion for a resolution

G. whereas there is an urgent need to break the transport system's dependence on *oil without sacrificing its efficiency and curbing mobility*;

Amendment

G. whereas there is an urgent need to break the transport system's dependence on *fossil energy resources whilst making it more sustainable and efficient*;

Or. en

Amendment 50
Jens Nilsson

Motion for a resolution
Recital G

Motion for a resolution

G. whereas there is an urgent need to break the transport system's dependence on oil *without sacrificing its efficiency and curbing mobility*;

Amendment

G. whereas there is an urgent need to break the transport system's dependence on oil *in order to ensure sustainable mobility in Europe*;

Or. en

Amendment 51
Markus Pieper

Motion for a resolution
Recital G

Motion for a resolution

G. whereas there is an urgent need to break the transport system's dependence on oil without sacrificing its efficiency and curbing mobility;

Amendment

G. whereas there is an urgent need to break the transport system's dependence on oil without sacrificing its efficiency, *increasing costs* and curbing mobility;

Or. de

Amendment 52
Merja Kyllönen

Motion for a resolution
Recital G

Motion for a resolution

G. whereas there is an urgent need to break the transport system's dependence on oil without sacrificing its efficiency and curbing mobility;

Amendment

G. whereas there is an urgent need to *improve the energy-efficiency of transport system and* break the transport system's dependence on oil without sacrificing its efficiency and curbing mobility;

Or. en

Amendment 53
Renaud Muselier, Franck Proust

Motion for a resolution
Recital G

Motion for a resolution

G. whereas there is an urgent need to **break** the transport system's dependence on oil without sacrificing its efficiency and curbing mobility;

Amendment

G. whereas there is an urgent need to **reduce** the transport system's dependence on oil without sacrificing its efficiency and curbing mobility, ***whilst keeping to the objectives set in this regard by the White Paper;***

Or. fr

Amendment 54
Luis de Grandes Pascual

Motion for a resolution
Recital G

Motion for a resolution

G. whereas there is an urgent need to **break** the transport system's dependence on oil without sacrificing its efficiency and curbing mobility;

Amendment

G. whereas there is an urgent need to **reduce as far as possible** the transport system's dependence on oil ***and its environmental impact*** without sacrificing its efficiency and curbing mobility;

Or. es

Amendment 55
Claudia Tapardel, Georgi Pirinski

Motion for a resolution
Recital G

Motion for a resolution

G. whereas there is an urgent need to break the transport system's dependence on oil without sacrificing its ***efficiency*** and curbing mobility;

Amendment

G. whereas there is an urgent need to break the transport system's dependence on oil ***in a cost-efficient way*** without sacrificing its ***competitiveness*** and curbing mobility; ***whereas advanced biofuels (particularly those produced from sustainable waste,***

*residues and processing residues)
represent an untapped potential to reduce
the European transport system's
dependence on oil and to curb greenhouse
gas emissions resulting from the transport
sector;*

Or. en

Amendment 56
Lucy Anderson, Olga Sehnalová

Motion for a resolution
Recital G a (new)

Motion for a resolution

Amendment

*Ga. whereas there has for many years
been a serious under-investment in public
transport infrastructures across the EU as
a whole and, furthermore, improved
facilities for pedestrians, elderly and
passengers' with reduced mobility are part
of European Union goals and require
additional funds,*

Or. en

Amendment 57
Jens Nilsson, Olga Sehnalová, Lucy Anderson, Claudia Tapardel, Soraya Post

Motion for a resolution
Recital G a (new)

Motion for a resolution

Amendment

*Ga. whereas there is an urgent need to
break the structural gender inequalities
hampering the development of the EU
transport sector, specifically through the
gathering of better differentiated statistics,
tackling pay-gaps, achieving gender
balance representation in decision
making, and by improving equal
participation of women and men in all*

aspects of transport;

Or. en

Amendment 58
Cláudia Monteiro de Aguiar

Motion for a resolution
Recital H

Motion for a resolution

H. Whereas innovation *should* play a major role in the development of a modern, efficient, sustainable and user-friendly European transport system;

Amendment

H. Whereas innovation *and intelligent transport systems should* play a major role in the development of a modern, efficient, sustainable and user-friendly European transport system;

Or. pt

Amendment 59
Izaskun Bilbao Barandica

Motion for a resolution
Recital H

Motion for a resolution

H. whereas innovation should play a major role in the development of a modern, efficient, sustainable and user-friendly European transport system;

Amendment

H. whereas innovation should play a major role in the development of a modern, efficient, sustainable and *interoperable* European transport system, *accessible to those with a disability, reduced mobility and particular vulnerability*;

Or. es

Amendment 60
Izaskun Bilbao Barandica

Motion for a resolution
Recital H a (new)

Motion for a resolution

Amendment

H a. considering the need for Member States to commit to the achievement of a barrier-free European transport system;

Or. es

Amendment 61
Daniela Aiuto, Rosa D'Amato

Motion for a resolution
Recital H a (new)

Motion for a resolution

Amendment

Ha. whereas there are in fact innovative technologies which we should seek to promote and implement, which would allow us to make use of clean and eco-sustainable energy sources in the transport sector, in particular for road transport, such as for example hydrogen cars, electric cars and compressed air cars;

Or. it

Amendment 62
Izaskun Bilbao Barandica

Motion for a resolution
Recital H b (new)

Motion for a resolution

Amendment

H b. whereas the European Commission is promoting the joint undertaking Shift2Rail as a new public-private partnership in the railway sector to provide a platform for the coordination of research activity with a view to introducing research and innovation into the railway sector in the coming years;

Amendment 63
Kosma Zlotowski

Motion for a resolution
Recital I

Motion for a resolution

I. whereas further market opening needs to go hand in hand with quality jobs and working conditions;

Amendment

I. whereas further market opening needs to go hand in hand with quality jobs and working conditions ***respecting the Four Freedoms of the European Union and the objective differences between levels of economic development, taxation systems, regulations of labour law and social welfare systems in Member States***;

Or. en

Amendment 64
Marie-Christine Arnautu

Motion for a resolution
Recital I

Motion for a resolution

I. whereas further ***market opening*** needs to go hand in hand with quality jobs and working conditions;

Amendment

I. whereas further ***interoperability*** needs to go hand in hand with quality jobs and working conditions;

Or. fr

Amendment 65
Olga Sehnalová, Claudia Tapardel, Lucy Anderson

Motion for a resolution
Recital I

Motion for a resolution

I. whereas further market opening needs to go hand in hand with quality jobs **and** working conditions;

Amendment

I. whereas further market opening needs to go hand in hand with quality jobs, working conditions **and high standard of services**;

Or. en

Amendment 66

Jens Nilsson, Lucy Anderson, Marita Ulvskog

Motion for a resolution

Recital I

Motion for a resolution

I. whereas further market opening **needs to go hand in hand with** quality jobs and working conditions;

Amendment

I. whereas further market opening **will depend on the EU ensuring fair competition**, quality jobs and **decent** working conditions **in all Member States**;

Or. en

Amendment 67

Jens Nilsson, Olga Sehnalová, Claudia Tapardel, Marita Ulvskog

Motion for a resolution

Recital I a (new)

Motion for a resolution

Amendment

Ia. whereas the aviation market is facing challenges with the increase of unfair business practices such as ‘flags of convenience’ and the use of atypical employment practices which give rise to social dumping and have a negative effect on aviation safety;

Or. en

Amendment 68
Daniela Aiuto, Rosa D'Amato

Motion for a resolution
Recital I a (new)

Motion for a resolution

Amendment

Ia. whereas the investment fund envisaged by the Juncker Plan could be seriously detrimental to the transport sector, depleting resources available from the Connecting Europe Facility programme;

Or. it

Amendment 69
Cláudia Monteiro de Aguiar

Motion for a resolution
Recital J

Motion for a resolution

Amendment

J. Whereas the creation of a genuine Single European Transport Area will not be possible without effective implementation of EU legislation by Member States;

J. Whereas the creation of a genuine Single European Transport Area will not be possible without effective implementation of EU legislation by Member States ***and a simplification of the existing regulatory framework, which will bring legal clarity on enforcement;***

Or. pt

Amendment 70
Luis de Grandes Pascual

Motion for a resolution
Recital J

Motion for a resolution

Amendment

J. whereas the creation of a genuine Single European Transport Area will not be

J. whereas the creation of a genuine Single European Transport Area ***for the benefit of***

possible ***without*** effective implementation of EU legislation by Member States;

the internal market will not be possible ***without the completion of trans-border infrastructures and*** effective implementation of EU legislation by Member States;

Or. es

Amendment 71
Marie-Christine Arnautu

Motion for a resolution
Recital J

Motion for a resolution

J. whereas ***the creation of a genuine Single European Transport Area*** will not be possible without ***effective implementation of EU legislation by*** Member States;

Amendment

J. whereas ***better coordination of the transport networks of Member States*** will not be possible without ***increased cooperation between*** Member States;

Or. fr

Amendment 72
Theresa Griffin

Motion for a resolution
Recital J a (new)

Motion for a resolution

Ja. whereas the achievement of transport policy goals, especially with regard to effective monitoring of rules relating to the health and safety of workers including long-haul drivers, is not possible without interference-free radio communication;

Or. en

Amendment 73
Izaskun Bilbao Barandica

Motion for a resolution
Recital J a (new)

Motion for a resolution

Amendment

J a. whereas Member States have repeatedly breached the provisions of previous Directives and Regulations approved between the legislators of the European institutions, even leading to infringement proceedings being brought by the European Commission, which is hindering the construction of a European railway area and even the achievement of the European internal market;

Or. es

Amendment 74
Daniela Aiuto, Rosa D'Amato

Motion for a resolution
Recital J a (new)

Motion for a resolution

Amendment

Ja. whereas it is necessary to implement additional regulations relating to safety and passenger rights;

Or. it

Amendment 75
Izaskun Bilbao Barandica

Motion for a resolution
Recital J b (new)

Motion for a resolution

Amendment

J b. whereas infringement of Community legislation is putting at risk the competitiveness of European transport in

*view of global challenges and its advance
in Asian countries;*

Or. es

Amendment 76

Daniela Aiuto, Rosa D'Amato

Motion for a resolution

Recital J b (new)

Motion for a resolution

Amendment

Jb. whereas the last report from the European Commission on 'Road safety in the European Union'¹ revealed that the number of road fatalities in Europe decreased by 1 % in 2014, a considerably lower figure than the 8 % drop recorded in 2012 and again in 2013;

¹ *Source: Report 'Road safety in the European Union', by the European Commission, March 2015*

Or. it

Amendment 77

Georg Mayer, Harald Vilimsky

Motion for a resolution

Paragraph 1

Motion for a resolution

Amendment

1. **Welcomes** the Commission's intention to carry out a mid-term review of the White Paper, with the aim of assessing the progress achieved and proposing further actions to reach its objectives; considers that, while it is too early to fully assess the impact of a number of policy measures taken since the adoption of the White Paper, a stocktaking exercise is necessary

1. **Takes note of** the Commission's intention to carry out a mid-term review of the White Paper, with the aim of assessing the progress achieved and proposing further actions to reach its objectives; considers that, while it is too early to fully assess the impact of a number of policy measures taken since the adoption of the White Paper, a stocktaking exercise is

to obtain an overview of the state of play in the implementation of the 40 initiatives and 131 action points listed in its Annex;

necessary to obtain an overview of the state of play in the implementation of the 40 initiatives and 131 action points listed in its Annex;

Or. de

Amendment 78
Jacqueline Foster

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Reiterates its support for the **targets** set out in the White Paper **and the 10** goals for a competitive and **resource-efficient** transport system (**benchmarks for achieving the 60 % GHG emission reduction** target); stresses that the mid-term review should maintain the level of ambition of the **goals** set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Amendment

2. Reiterates its support for the **target of achieving the 60% GHG emission reduction** set out in the White Paper **but calls for realistic and scientifically based** goals for a competitive and **resource efficient** transport system **that will achieve such a** target; stresses that the mid-term review should maintain the level of ambition of the **target** set in 2011 and propose concrete measures and initiatives, **realistic and scientifically based**, to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Or. en

Amendment 79
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient

Amendment

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive, **user-friendly** and resource-

transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

efficient transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Or. es

Amendment 80

Renaud Muselier, Franck Proust

Motion for a resolution

Paragraph 2

Motion for a resolution

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission reduction **target**); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Amendment

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission **and 20 % transport emission reduction targets by 2030**); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Or. fr

Amendment 81

Merja Kyllönen

Motion for a resolution

Paragraph 2

Motion for a resolution

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Amendment

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term review should maintain ***at least*** the level of ambition of the goals set in 2011 and propose concrete ***and immediate*** measures and initiatives to increase, ***speed up*** and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Or. en

Amendment 82

Tomasz Piotr Poręba

Motion for a resolution

Paragraph 2

Motion for a resolution

2. Reiterates its support for the ***targets*** set out in the White Paper ***and the 10 goals*** for a competitive and resource-efficient transport system (***benchmarks for achieving the 60 % GHG emission reduction*** target); stresses that the mid-term review should maintain the level of ambition of the ***goals*** set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Amendment

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient transport system; stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Or. pl

Amendment 83
Marie-Christine Arnautu

Motion for a resolution
Paragraph 2

Motion for a resolution

2. *Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses* that the mid-term review should ***maintain the level of ambition of the goals set in 2011 and*** propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Amendment

2. *Stresses* that the mid-term review should propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Or. fr

Amendment 84
Elżbieta Katarzyna Łukacijewska, Claudia Schmidt

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Amendment

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals

*without limiting the society's mobility and
without slowing down the economic
development;*

Or. en

Amendment 85
Francesc Gambús

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive ***and resource-efficient*** transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Amendment

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient ***and safe*** transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that it is necessary to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

Or. es

Amendment 86
Claudia Tapardel, Georgi Pirinski

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term

Amendment

2. Reiterates its support for the targets set out in the White Paper and the 10 goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term

review should maintain the level of ambition of the goals set in 2011 **and** propose **concrete** measures and initiatives to increase and streamline the efforts to meet them; considers that **it is necessary** to evaluate the extent to which the list of actions set out in the White Paper is sufficient to achieve its overarching goals;

review should maintain the level of ambition of the goals set in 2011 **but should** propose **realistic and scientifically-based** measures and initiatives to increase and streamline the efforts to meet them; considers that **the latest socio-economic and technological developments call for a fully-fledged impact assessment in order** to evaluate the extent to which the list of actions set out in the White Paper is **appropriate and** sufficient to achieve its overarching goals;

Or. en

Amendment 87
Bas Eickhout, Michael Cramer

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Reiterates its support for the **targets set out in the White Paper** and the 10 goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission reduction target); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that **it is necessary to evaluate the extent to which** the list of actions set out in the White Paper is **sufficient** to achieve its overarching goals;

Amendment

2. **Recalls that its 2011 resolution on the White Paper asked for a 20% reduction in CO₂ emissions by 2020 compared with 1990 levels;** reiterates its support for the **2030 as well as the 2050 climate targets** and the 10 goals for a competitive and resource-efficient transport system **set out in the White Paper** (benchmarks for achieving **respectively the 40% and** the 60 % GHG emission reduction target); stresses that the mid-term review should maintain the level of ambition of the goals set in 2011 and propose concrete measures and initiatives to increase and streamline the efforts to meet them; considers that the list of actions set out in the White Paper is **insufficient** to achieve its overarching goals **and calls upon the Commission to propose additional measures;**

Or. en

Amendment 88
Pavel Telička, Martina Dlabajová

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Underlines the need for new rules for the governance of rail infrastructure managers, including the independence of infrastructure management from the interests of dominant railway operators, to avoid monopolistic systems and to ensure equal access to infrastructure, also for smaller operators, SMEs and start-ups;

Or. en

Amendment 89
Wim van de Camp

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Calls on the Commission to urge the Member States to complete certain files, such as the 4th Railway Package or the Ports Regulation and to implement and to enforce the EU legislation sufficiently;

Or. en

Amendment 90
Theresa Griffin

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Underlines the importance of interference-free radio frequencies for the

achievement of the EU's transport policy goals; calls on the Commission, where necessary, to create the regulatory framework to achieve this; calls on Member States to enforce the existing framework;

Or. en

Amendment 91
Tomasz Piotr Poręba

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2 a. Stresses that as part of the review of the 2011 White Paper, the goal of reducing greenhouse gas emissions in transport should constitute an autonomous priority, jointly shaping the European transport system so as not to obstruct the creation of a single, integrated transport system;

Or. pl

Amendment 92
Bas Eickhout

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Calls on the Commission to compare the content of the three White Papers on Transport with the decisions on legislation and related budget allocations that were adopted and publish an evaluation of this comparison;

Or. en

Amendment 93

Bas Eickhout

Motion for a resolution

Paragraph 2 b (new)

Motion for a resolution

Amendment

2b. Calls on the Commission to update the emission targets in the White Paper in line with the European Council Conclusions of 23 and 24 October 2014 on the 2030 Climate and Energy Policy Framework, and to propose a package of measures to help Member States to reach the required reduction of 30% of non-ETS and transport emissions;

Or. en

Amendment 94

Georges Bach

Motion for a resolution

Subheading 2

Motion for a resolution

Amendment

General principles: modal shift and ***co-modality***

General principles: modal shift and ***sustainable multimodality***

Or. en

Amendment 95

Claudia Tapardel

Motion for a resolution

Subheading 2

Motion for a resolution

General principles: modal shift **and co-modality**

Amendment

General principles: **co-modality and** modal shift **where facilitated by physical and digital infrastructure**

Or. en

Amendment 96

Maria Grapini

Motion for a resolution

Subheading 2

Motion for a resolution

General principles: modal shift and **co-modality**

Amendment

General principles: modal shift and **sustainable multi-modality**

Or. ro

Amendment 97

Andor Deli

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport is not an end in itself, but is necessary to disconnect mobility from its adverse effects such as **congestion**, air pollution, noise, accidents and climate change;

Amendment

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport is not an end in itself, but is necessary to disconnect mobility from its adverse effects such as **congestion**, air pollution, noise, accidents and climate change;

(This AM does not concern the EN version. The EN text uses the word 'congestion' and not 'bottleneck' as the HU version)

Amendment 98

Ivan Jakovčić

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport is not an end in itself, but is necessary to disconnect mobility from its adverse effects such as congestion, air pollution, noise, accidents and climate change;

Amendment

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport is not an end in itself, but is necessary to disconnect mobility from its adverse effects such as congestion, pollution of the air, ***soil and sea***, noise, accidents and climate change;

Or. hr

Amendment 99

Bas Eickhout

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport is not an end in itself, but is necessary to disconnect mobility from ***its*** adverse effects such as congestion, air pollution, noise, accidents and climate change;

Amendment

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport is not an end in itself, but ***it*** is necessary to disconnect mobility from ***mobility needs and solutions, from the*** adverse effects of ***the present transport situation***, such as congestion, air pollution, noise, accidents and climate change;

Amendment 100**Luis de Grandes Pascual****Motion for a resolution****Paragraph 3***Motion for a resolution*

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport **is not an end in itself, but is necessary to disconnect mobility from** its adverse effects such as congestion, air pollution, noise, accidents and climate change;

Amendment

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport **will arise naturally by the encouragement of efficient co-modality, thereby reducing** its adverse effects such as congestion, air pollution, noise, accidents and climate change;

Or. es

Amendment 101**Ramona Nicole Mănescu****Motion for a resolution****Paragraph 3***Motion for a resolution*

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport is not an end in itself, but is **necessary to disconnect mobility from its** adverse effects such as congestion, air pollution, noise, accidents and climate change;

Amendment

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport is not an end in itself, but is **one of the tools that may be used to reduce** adverse effects **of transport** such as congestion, air pollution, noise, accidents and climate change;

Or. en

Amendment 102
Gesine Meissner

Motion for a resolution
Paragraph 3

Motion for a resolution

3. ***Stresses that a European sustainable mobility*** policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport is not an end in itself, ***but*** is necessary to disconnect mobility from its adverse effects such as congestion, air pollution, noise, accidents and climate change;

Amendment

3. ***Acknowledges that Europe's Transport*** policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; ***realises that this policy of modal shift has not really delivered so far;*** points out that shifting the balance between modes of transport is not an end in itself; ***believes it*** is necessary to disconnect mobility from its adverse effects such as congestion, air pollution, noise, accidents and climate change; ***is therefore a strong defender of a transport policy that aims at a shift towards an efficient, sustainable and smart mobility for all modes of transport;***

Or. en

Amendment 103
Claudia Tapardel, Theresa Griffin

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport is not an end in itself, but is necessary to disconnect mobility from its adverse effects such as congestion, air pollution, noise, accidents and climate change;

Amendment

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport ***in a cost-efficient way;*** points out that shifting the balance between modes of transport is not an end in itself, but is necessary to disconnect mobility from its adverse effects such as congestion, air pollution, noise, accidents and climate

change;

Or. en

Amendment 104

Daniela Aiuto, Rosa D'Amato

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport *is not an end in itself, but is necessary to disconnect mobility from its* adverse effects such as congestion, air pollution, noise, accidents and climate change;

Amendment

3. Stresses that a European sustainable mobility policy needs to build on a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport; points out that shifting the balance between modes of transport *aims to eliminate* adverse effects such as congestion, air pollution, noise, accidents and climate change;

Or. it

Amendment 105

Peter Lundgren

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Stresses that a European sustainable mobility policy must look at synergies between all corridors, all modes of transport and also take transshipment platforms into account; mobility should be envisaged as a system rather than a collection of individual modes;

Or. en

Amendment 106

Christine Revault D'Allonnes Bonnefoy, Ismail Ertug, Lucy Anderson, Kathleen Van Brempt

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Stresses that the transport sector is responsible for around a quarter of EU greenhouse gas emissions (GHG) and that it remains the largest GHG emissions contributor of the sectors not covered by the EU emissions trading system (ETS);

Or. en

Amendment 107

Elissavet Vozemberg

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3 a. Argues that, in order for a European sustainable mobility policy to be concise and comprehensive, synergies between all corridors and modes of transport should, among others, be examined, thus improving access to ports and encouraging the use of environmentally-friendly modes of transport, such as sea transport;

Or. el

Amendment 108

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson, Kathleen Van Brempt, Ismail Ertug

Motion for a resolution

Paragraph 3 b (new)

Motion for a resolution

Amendment

3b. Calls on the Commission to take into account the European Council conclusions of October 2014 on the 2030 Climate and Energy Framework and to review the White Paper setting a target of reducing transport GHG emission by 30% in 2030 compared to 2005;

Or. en

Amendment 109

Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Considers that the development of passenger and freight transport *is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on efficient co-modality; believes that this will lead to an optimal reallocation between the different transport modes, and* will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Amendment

4. Considers that the development *of the various means of* passenger and freight transport *and their optimal reallocation depend upon political will and the implementation of the European commitments contained in Community legislation, and* will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes, *and will encourage investment and the creation of quality jobs;*

Or. es

Amendment 110

Jörg Leichtfried

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Considers that the development of passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on efficient co-modality; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Amendment

4. Considers that the development of passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on ***a shift towards the least polluting and most energy-efficient transport modes complemented by*** efficient co-modality; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Or. en

Amendment 111

Georges Bach

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Considers that the development of passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on ***efficient co-modality***; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Amendment

4. Considers that the development of passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on ***a multimodal approach giving clear priority to sustainable transport modes***; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Or. en

Amendment 112
Merja Kyllönen

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Considers that the development of passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on efficient co-modality; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Amendment

4. Considers that the development of passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on ***the shift towards the most energy-efficient and sustainable transport modes completed by*** efficient co-modality; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Or. en

Amendment 113
Pavel Telička, Martina Dlabajová

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Considers that the development of passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore ***be*** based on efficient co-modality; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains

Amendment

4. Considers that the development of passenger and freight transport is largely dependent on the effective use of the various modes of transport, ***that mobility is to be considered a holistic system of interconnected transport modes*** and that European transport policy should therefore ***aim to establish a level-playing field between the different modes of transport,*** based on efficient co-modality; believes that this will lead to an optimal reallocation

and enhance seamless traffic flows across modes and nodes;

between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Or. en

Amendment 114

Ismail Ertug

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Considers that the development of passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on efficient co-modality; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Amendment

4. Considers that the development of passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on efficient co-modality, ***in which the use of the most energy-efficient and sustainable transport modes should be favoured where possible***; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Or. en

Amendment 115

Claudia Tapardel, Theresa Griffin, Maria Grapini

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Considers that the development of

Amendment

4. Considers that the development of

passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on *efficient co-modality*; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

passenger and freight transport is largely dependent on the effective use of the various modes of transport, and that European transport policy should therefore be based on *a multimodal approach giving priority to sustainable transport modes*; believes that this will lead to an optimal reallocation between the different transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and enhance seamless traffic flows across modes and nodes;

Or. en

Amendment 116
Markus Ferber

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Is of the opinion that a clearer dividing line between freedom of establishment and freedom to provide services in respect of transport services will enable freight transport to function more smoothly and sustainably;

Or. de

Amendment 117
Gabriele Preuß, Ismail Ertug

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Notes that the most efficient way of addressing the anticipated increase in freight traffic of 40 % by 2030 and 80 % by 2050 and the resultant increase in

traffic volumes and the risk of congestion in and around towns and ports is to increase the distance threshold for switching from road haulage to railways or waterways;

Or. de

Amendment 118
Kosma Złotowski

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Stresses that focusing on co-modality in the European transport policy should consider the existing gap between Member States from East and West Europe in basic infrastructure and should lead to the creation of a consistent and economically effective transport system corresponding to the needs of all citizens of the European Union;

Or. en

Amendment 119
Michael Gahler, Werner Kuhn

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Underlines that European hubs connect Europe with the rest of the world and that Europe needs to maintain its direct connectivity to all parts of the world, providing direct flights by European carriers from their European hubs to overseas destinations, maintaining jobs and growth in the

European aviation sector; stresses that flights within the EU not only provide mobility in the internal market but also play a vital role as feeder flights to maintain connectivity at EU hubs; EU policy must ensure an efficient and competitive feeder network to strengthen European hubs, reducing costs to globally competitive levels and ensuring fair competition with carriers from third countries; EU Member States need a coherent and common policy in order not to further loose direct connectivity between Europe, Asia and Africa to hubs in the Gulf and Turkey; therefore asks the Commission to implement these goals in all EU aviation legislation and to apply them in their negotiations with third countries;

Or. en

Amendment 120
Tomasz Piotr Poręba

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Stresses that, despite the relatively long period since the last expansion of the EU, there are still very weak links between Eastern regions of the EU and the rest of the EU transport network; stresses that transport links are a key factor for economic growth and social development of the entire region and better integration of the common market;

Or. pl

Amendment 121
Jens Nilsson, Olga Sehnalová, Lucy Anderson, Claudia Tapardel

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Sees the enabling of fair and equal access to multimodal travel and traffic data as a prerequisite for the development of integrated multimodal ticketing systems; calls hence on the Commission to analyse the limitations of current legislation and make proposals to break down existing barriers;

Or. en

Amendment 122
Bas Eickhout

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Stresses that, in order to implement the stated goals, initiatives and actions of the White Paper, more concrete policies and measures, and particularly better enforcement of existing policies, are needed; recalls, as illustrative examples, two of the many initiatives included in the Annex of the White Paper: initiative 39 on smart pricing and taxation, and initiative 29 on carbon footprint calculators;

Or. en

Amendment 123
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Notes the importance of making people one of the central objectives of transport policy with particular attention to the legislation relating to passengers' rights;

Or. es

Amendment 124
Gabriele Preuß

Motion for a resolution
Paragraph 4 b (new)

Motion for a resolution

Amendment

4 b. Emphasises that, as an efficient combination of various transport modes, comodality is an excellent and sustainable way of carrying passengers and freight. Therefore, policies must pave the way for an appropriate modal and multimodal infrastructure by encouraging multimodal transport and logistics training, improving the dissemination of freight data and thus enabling cooperation between various modes of transport. Moreover, barriers to multimodal transport must be eliminated;

Or. de

Amendment 125
Marie-Christine Arnautu

Motion for a resolution
Paragraph 5

Motion for a resolution

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of

deleted

freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

Or. fr

Amendment 126
Cláudia Monteiro de Aguiar

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes; ***calls on Member States when applying these principles to seek economic returns from the transport infrastructure in question;***

Or. pt

Amendment 127
Peter Lundgren

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight

and passenger transport, applying common principles and taking into account the specificity of each mode; calls for ***concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and*** a level playing field between transport modes;

and passenger transport, applying common principles and taking into account the specificity of each mode; calls for a level playing field between transport modes;

Or. en

Amendment 128
Jörg Leichtfried

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs, ***including congestion,*** of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

Or. en

Amendment 129
Wim van de Camp

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the

specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes; ***calls on the Commission to generalise road toll systems;***

Or. en

Amendment 130
Bas Eickhout

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode ***including which mode causes least climate change costs and costs of accidents not covered by insurances;*** calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes; ***the (non-)mandatory character and the timing and framework of internalising external costs shall respect the fair competition between modes;***

Or. en

Amendment 131
Markus Pieper

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes; ***calls for cost and environmental calculations to take full account of all existing transport taxes and levies and questions how negative the environmental impact of the transport sector would actually be, were all transport-related taxes and levies ploughed back into the transport sector and the environmental sectors affected (infrastructure maintenance, conversion to environmentally-friendly systems, investment in rail and waterways) rather than funding non-transport sectors;***

Or. de

Amendment 132

Pavel Telička, Martina Dlabajová

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes, ***including - where relevant - environmentally harmful***

tax subsidies;

Or. en

Amendment 133

Merja Kyllönen

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes; ***calls on the Commission to issue recommendations on the abolishment of environmentally harmful tax subsidies, for example on company cars, and on the introduction of fiscal incentives for sustainable modes of transport;***

Or. en

Amendment 134

Elissavet Vozemberg

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete

measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, ***including guidelines and good practices***, and a level playing field between transport modes;

Or. el

Amendment 135
Ramona Nicole Mănescu

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

Amendment

5. Calls on the Commission to submit a proposal to ***set distance-based infrastructure pricing to become the norm across all surface transport and*** provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

Or. en

Amendment 136
Claudia Tapardel, Theresa Griffin

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common ***principles*** and taking into account the

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, ***by applying a common, coherent and transparent EU***

specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

methodology and taking into account the specificity of each mode ***and the extent to which some externalities have already been internalised in order to avoid double taxation***; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes ***while maintaining the competitiveness of all EU regions***; ***calls on the Commission to ensure the interference-free operation of the radio frequencies necessary for road-charging and enforcement of road charging schemes***;

Or. en

Amendment 137
Gesine Meissner

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes;

Amendment

5. Calls on the Commission to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport, applying common principles and taking into account the specificity of each mode; calls for concrete measures to ensure a wider application of the ‘user pays’ and ‘polluter pays’ principles, and a level playing field between transport modes; ***calls for the earmarking of user charges for transport infrastructure and the mitigation of transport related environmental problems***;

Or. en

Amendment 138
Markus Ferber

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5 a. Calls on the Commission to submit to ensure that Member States use all revenue from infrastructure charges for measures that benefit the mode of transport that levies them;

Or. de

Amendment 139

Ismail Ertug, Bas Eickhout, Christine Revault D'Allonnes Bonnefoy, Michael Cramer, Lucy Anderson

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5a. Calls on the Commission to submit a proposal in 2016 to establish a European framework for distance-based charging including the complete internalisation of external costs also for passenger cars, whilst safeguarding EU principles such as non-discrimination, polluter-pays, data protection and privacy, in order to harmonise existing national infrastructure charging systems and to provide clear guidelines for any possible plans by Member States to establish such a system in the future; stresses that time-based user fees may only constitute a transitional arrangement which should be phased out in favour of a distance-based infrastructure charging system;

Or. en

Amendment 140

Claudia Tapardel, Georgi Pirinski

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5a. Stresses that urban areas need a certain degree of flexibility to enable them to meet their obligations under EU law in full respect of the principle of subsidiarity and to ensure that mobility solutions are adapted to their specific circumstances;

Or. en

Amendment 141
Bas Eickhout, Michael Cramer, Karima Delli

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5a. Calls on the Commission and the Member States to increase fuel and particularly diesel taxes and to abolish environmentally harmful tax subsidies, for example for company cars, and to introduce fiscal incentives for sustainable modes of transport, also in the framework of the European semester;

Or. en

Amendment 142
Markus Ferber

Motion for a resolution
Paragraph 5 b (new)

Motion for a resolution

Amendment

5 b. Calls on the Commission to submit a proposal to ensure that revenue from external costs is earmarked for measures to repair the damage for which they are

charged;

Or. de

Amendment 143
Andor Deli

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the ***elimination of bottlenecks, the*** upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; ***regarding all of these, the enhanced involvement and support of the candidate countries participating in the expansion processes are deemed to be necessary in advance;*** to considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in shipping, ports, rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. hu

Amendment 144
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Emphasises that the **completion** of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Amendment

6. Emphasises that the **creation** of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links **with particular emphasis on trans-border areas**, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers **that any EU funding in the coming [years] must reflect the real investment needs for building up the core network until 2030 and** that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. es

Amendment 145
Deirdre Clune

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in *shipping, ports*, rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. en

Amendment 146 **Dominique Riquet**

Motion for a resolution **Paragraph 6**

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on ***the establishment of cross-border sections***, the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. fr

Amendment 147

Lucy Anderson

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus

on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that *projects regarding the deployment of a framework for a seamless passenger multimodal transport system should be eligible for EU funding, as an integral part of the development of EU transport policy in the coming years*; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. en

Amendment 148
Olga Sehnalová

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other

means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that *minimises* the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that *improves the safety of users and maintenance of the existing infrastructure; stresses also that those projects minimise* the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. en

Amendment 149

Pavel Telička, Martina Dlabajová

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; *points out that global competitors are making investments in rail transport a basic part of their strategies since 2014 while Europe is behind;* stresses that the *EU's investment in transport should be stepped-up and that the* selection of projects eligible for EU funding must focus on *innovative transport solutions*, the completion of missing links, the upgrading of existing infrastructure - *including real-time planning and information systems* - and the development of multimodal terminals, putting greater emphasis on European added value; considers *that any EU funding must reflect the real investment needs for building up the core network until 2030 and* that the

existing infrastructure;

Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. en

Amendment 150
Luis de Grandes Pascual

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways **as a priority**; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, **especially trans-border links**, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail, **ports** and inland waterways; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the

existing infrastructure;

Or. es

Amendment 151

David-Maria Sassoli, Isabella De Monte

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in *shipping, ports*, rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. en

Amendment 152

Ramona Nicole Mănescu

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that ***EU funding in the next financing period must reflect the real investment needs for building up the core network until 2030 and that*** the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. en

Amendment 153

Marie-Christine Arnautu

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport

modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, ***in particular cross-border links***, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. fr

Amendment 154
Marian-Jean Marinescu

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in ***air***, rail and inland waterways as a priority; emphasises that

projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. ro

Amendment 155
Elissavet Vozemberg

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail, ***sea transports, ports, shipping*** and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. el

Amendment 156
Cláudia Monteiro de Aguiar

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing, ***such as FEIE***, should stimulate investment in rail, ***shipping*** and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and ***promote territorial and economic cohesion of the most remote regions, particularly the outermost regions***, that improves the safety of users ***and the competitiveness of the transport system within the Union***; stresses also the need for proper maintenance of the existing infrastructure;

Or. pt

Amendment 157
Claudia Tapardel, Georgi Pirinski

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in ***rail and inland waterways as a priority***; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals ***and urban nodes***, putting greater emphasis on European added value ***and on the development and support of infrastructure for the connectivity of peripheral regions***; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in ***transport infrastructure following the sustainable and socio-economic criteria set in the TEN-T Guidelines***; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure, ***especially of the secondary road network***;

Or. en

Amendment 158
Miltiadis Kyrkos

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport

system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in *sea ports*, rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure, *especially of the secondary road network*;

Or. en

Amendment 159

Daniela Aiuto, Rosa D'Amato

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis *on European added value*; considers that the Connecting Europe Facility instrument and other means of financing should stimulate

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis *on the real need for works that take account of actual traffic flows, environmental impact, citizens' health, and the wishes of the*

investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

local communities and authorities; considers that the Connecting Europe Facility instrument and other means of financing should stimulate investment in rail and inland waterways as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. it

Amendment 160
Inés Ayala Sender

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on the completion of missing links, the upgrading of existing infrastructure and the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate ***investment in rail and inland waterways*** as a priority; emphasises that co-funded projects should reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the

Amendment

6. Emphasises that the completion of the Trans-European Transport Network remains one of the preconditions for a more sustainable and efficient transport system and a more balanced distribution of freight and passengers among transport modes; stresses that the selection of projects eligible for EU funding must focus on ***the nine European corridors and the remaining sections of the network and the completion of missing links, in particular trans-border sections, bottlenecks, the upgrading of existing infrastructure and interoperability, as well as the development of multimodal terminals, putting greater emphasis on European added value; considers that the Connecting Europe Facility instrument and other means of financing should stimulate sustainable means of transport*** as a priority; emphasises that co-funded projects should reflect the need for infrastructure that ***benefits the Union in***

existing infrastructure;

terms of competitiveness, economic, social and territorial cohesion, and minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety of users; stresses also the need for proper maintenance of the existing infrastructure;

Or. es

Amendment 161

Olga Sehnalová, Claudia Tapardel

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Stresses that the quality of road infrastructure, which has a direct impact on road safety, differs significantly across the EU and more than 70 percent of road accident deaths in the Member States occur on the urban and rural roads; stresses that efficient financing into this type of infrastructure has to be further promoted in line with the principles of social and territorial cohesion and the goal of sustainable and safe transport;

Or. en

Amendment 162

Markus Pieper

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. Calls on the Member States to use innovative funding concepts that include private capital for cross-border transport infrastructure expansion and suggests for that purpose that greater use be made of

transport-related taxes and levies (tolls, mineral oil tax, HGV tax) for national and international funding concepts; calls on the Member States to plough more transport-related taxes and levies back into the expansion and maintenance of transport infrastructures and in cross-border investments;

Or. de

Amendment 163
Gesine Meissner

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Stresses that seaports have a crucial function in linking the multimodal corridors with the sea; notes that European seaports face important investment needs to respond to the expected growth in freight transport volumes, to the ever increasing vessel size, to adapt to new environmental needs and to prepare for the conversion to alternative fuels in transport and the decarbonisation of the industry; hopes therefore that the important role given to seaports in the new TEN-T policy will be further endorsed during the implementation process;

Or. en

Amendment 164
Miltiadis Kyrkos, Claudia Tapardel

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Stresses the need to develop transport infrastructure in the cohesion countries through different EU policies and instruments;

Or. en

Amendment 165

Daniela Aiuto, Rosa D'Amato

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Invites the Commission to conduct more thorough ex-ante and ex-post evaluations of projects allocated funding, to prevent numerous cases of fraud and to stop the Mafia influencing the awarding of contracts, which continues to be a problem when substantial amounts of European funding are allocated;

Or. it

Amendment 166

Markus Pieper

Motion for a resolution

Paragraph 6 b (new)

Motion for a resolution

Amendment

6 b. Calls for a drastic increase in the funds allocated to the Connecting Europe Facility and for more European competences in the preparation, implementation and financing of transnational transport planning and infrastructure financing;

Amendment 167

Georg Mayer, Harald Vilimsky

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

Deleted

Amendment 168

Ivo Belet

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness; *stresses that existing bottlenecks in infrastructure in cross-border regions should be removed;*

Amendment 169
Bogusław Liberadzki

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that ***are in line with the EU transport policy and*** deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Or. en

Amendment 170
Georges Bach

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport ***infrastructure*** projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to ***sustainable*** transport ***infrastructure*** projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Or. en

Amendment 171
Dominique Riquet

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness, ***in accordance with the priorities of the EU's policies;***

Or. fr

Amendment 172
Enrico Gasbarra

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal, ***touristic, environmental*** and economic value, and target projects that promote job creation, long-term growth, ***innovation*** and competitiveness;

Or. it

Amendment 173
Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth **and competitiveness**;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth, **competitiveness and territorial cohesion**;

Or. en

Amendment 174
Markus Pieper

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness; ***calls for the necessary EFSI guarantees not to be provided from CEF resources, as CEF resources and associated legislative competences represent a hard-won European achievement and new competence for the Union in the transport sector***;

Or. de

Amendment 175
Theresa Griffin

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote **high-quality** job creation, long-term growth and competitiveness;

Or. en

Amendment 176
Pavel Telička, Martina Dlabajová

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects **that** deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport **and logistics** infrastructure projects - **particularly in industrial centres and urban agglomerations - that have a European added-value**, deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness; **underlines that the process for the selection of projects to be funded by EFSI should be transparent and that it should involve relevant stakeholders from the public and private sector;**

Or. en

Amendment 177
David-Maria Sassoli, Isabella De Monte

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness; ***stresses that investments in technological transport projects might be suitable to attract private investment and should be therefore a priority in the European Fund for Strategic Investments (EFSI);***

Or. en

Amendment 178
Merja Kyllönen

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport ***infrastructure*** projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport projects that ***are in line with the European transport policy goals and*** deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness; ***the set-up of EFSI shall not have the effect to shift financial resources from more environmental-friendly and sustainable modes of transport to less sustainable modes;***

Amendment 179

Marie-Christine Arnautu

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth **and** competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to ***cross-border*** transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth, competitiveness ***and improved cross-border connections***;

Or. fr

Amendment 180

Miltiadis Kyrkos

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness, ***especially in the countries most affected by the economic and financial crisis***;

Or. en

Amendment 181
Elissavet Vozemberg

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that ***are of vital importance to the Member States and the EU*** and deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Or. el

Amendment 182
Wim van de Camp

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness; ***in this respect new ways of funding such as public-private partnerships and concessions deserve more attention and application;***

Or. en

Amendment 183
Ramona Nicole Mănescu

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness; ***stresses that investments in the most energy efficient and sustainable transport modes should have priority in this context as they are the key instrument to achieve the goals set out in the White Paper; stresses that if any funds are taken from the transport envelope of the CEF and transferred to the EFSI, these funds should be ring-fenced for transport infrastructure investment;***

Or. en

Amendment 184
Lucy Anderson, Christine Revault D'Allonnes Bonnefoy, Ismail Ertug, Kathleen Van Brempt

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal ***and economic*** value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to ***sustainable*** transport infrastructure projects that ***are in line with EU transport policy goals and*** deliver high societal, ***economic and environmental*** value, and target projects that promote job

creation, long-term growth and competitiveness;

Or. en

Amendment 185

Claudia Tapardel, Lucy Anderson, Georgi Pirinski, Olga Sehnalová, Jens Nilsson, Maria Grapini

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport *infrastructure* projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport *infrastructure* projects ***in line with the European transport policy goals and consistent with the TEN-T priorities for funding*** that deliver high societal and economic value, ***stronger cohesion*** and target projects that promote job creation, long-term growth and competitiveness ***across all EU regions***;

Or. en

Amendment 186

Maria Grapini

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to ***sustainable*** transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-

competitiveness;

term growth and competitiveness;

Or. ro

Amendment 187

Bas Eickhout, Karima Delli

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should ***give priority to*** transport ***infrastructure projects that*** deliver high societal and economic value, and ***target*** projects ***that promote*** job creation, long-term growth ***and competitiveness***;

Amendment

7. Stresses that the European Fund for Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should ***target sustainable transport infrastructure projects that are in line with the European transport policy goals and*** deliver high societal and economic value, and ***give priority to*** projects ***with the highest impact on*** job creation, long-term growth, ***competitiveness and the achievement of the EU 2020 objectives; encourages the Commission and Member States to keep the EFSI initiative in full line with the recently decided Regulations on CEF and TEN-T and put priority on European added-value and minimising external costs from climate change; the focus should lie on synergy projects and horizontal priorities, as defined in the CEF Regulation***;

Or. en

Amendment 188

Inés Ayala Sender

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses that the European Fund for

Amendment

7. Stresses that the European Fund for

Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects that promote job creation, long-term growth and competitiveness;

Strategic Investments (EFSI) proposed by the Commission as part of the Juncker Investment Plan for Europe should give priority to transport infrastructure projects that deliver high societal and economic value, and target projects *of the Trans-European Transport Network and sustainable urban projects* that promote job creation, long-term growth and competitiveness; *considers in this sense that the EFSI should be complementary to the Connecting Europe Facility and that no reduction should be made to the budget allocation initially proposed for the period 2014-2020;*

Or. es

Amendment 189
Markus Pieper

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7 a. Emphasises the importance of completing the TEN-T corridors and implementing the European Commission's annual work plans with financial assistance from the Connecting Europe Facility; infrastructure investments by the EFSI should be in keeping with the objectives and criteria of Regulation (EU) No 1316/2013 and Regulation (EU) No 1315/2013;

Or. de

Amendment 190
Georgi Pirinski, Claudia Tapardel

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Underlines that strong coordination and complementarity between different EU funds and instruments for transport projects (ESIF, CEF, EFSI), as well as between such projects and projects in other sectors having impact on transport, are a paramount condition for achieving the goals of the White Paper and making mobility accessible for every EU citizen rather than being a privilege for the more developed regions;

Or. en

Amendment 191

Bas Eickhout, Michael Cramer, Karima Delli

Motion for a resolution

Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Encourages the Commission to propose a Trans-European cycling network based on the EuroVelo network, to be integrated in the TEN-T and CEF legislation, and to reserve appropriate co-financing within the EU budget, as is already formulated in the Commission budget;

Or. en

Amendment 192

Dominique Riquet

Motion for a resolution

Paragraph 7 a (new)

Motion for a resolution

Amendment

7 a. Reaffirms its support for innovative

financial instruments that allow public spending to be optimised by better mobilising private financing, but recalls that many projects in the transport sector do not generate enough revenue to rely exclusively on these types of instruments, and thus require support in the form of subsidies;

Or. fr

Amendment 193
Daniela Aiuto, Rosa D'Amato

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Asks the Commission to review the proposed TEN-T networks in order to assess areas that are currently not included, such as for example the stretch of the Adriatic coast between Ancona and Bari in Italy, and that require improved transport links, and to exclude works that have proved useless and extremely expensive, such as the route between Turin and Lyon;

Or. it

Amendment 194
Elissavet Vozemberg

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7 a. Stresses that the best way to encourage and attract investments in infrastructure projects in the sector of transport – thus enhancing the sector's long-term sustainable growth – is to

present efficient and financially sustainable projects;

Or. el

Amendment 195

Markus Pieper

Motion for a resolution

Paragraph 7 a (new)

Motion for a resolution

Amendment

7 a. Demands that the EFSI should not have any negative financial repercussions on available EU infrastructure financing and that EFSI financing should be laid down in the annual budget allocation process pending the 2016 interim review of the multiannual financial framework; stable funding of the EFSI should be found during the 2016 interim review; all budget resources used until then must be restored in full during the interim review;

Or. de

Amendment 196

Markus Pieper

Motion for a resolution

Paragraph 7 b (new)

Motion for a resolution

Amendment

7 b. Calls for profits and recoveries on the EFSI to be used to finance grants for CEF rail projects;

Or. de

Amendment 197

Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure;

Amendment

8. Stresses that ***rapid and prompt*** deployment ***and application*** of intelligent transport systems is necessary to allow a more efficient ***and safer*** use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure;

Or. de

Amendment 198
Wim van de Camp

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure;

Amendment

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure; ***recognises the important role that interference-free radio communication plays for achievement of this goal;***

Or. en

Amendment 199
Georges Bach

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure;

Amendment

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and ***vehicles, and*** provide additional capacity without the time, cost and land-take required for the construction of new infrastructure; ***adds that intelligent transport systems contribute to safety and sustainable transport, and underlines the importance of ensuring interoperability between intelligent transport systems to enable seamless traffic flows across modes and nodes;***

Or. en

Amendment 200
Dominique Riquet

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure;

Amendment

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure ***and vehicles*** and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure, ***whilst reducing the environmental impact of transport;***

Or. fr

Amendment 201
Olga Sehnalová

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and provide additional capacity *without the time, cost and land-take required for the construction of new infrastructure*;

Amendment

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and provide additional capacity;

Or. en

Amendment 202

Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure;

Amendment

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure; *it is strategic to this commitment not to allow any new delays to build up in the launch of the Galileo system or the investment necessary to roll out broadband networks*;

Or. es

Amendment 203

Francesc Gambús

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Stresses that the deployment of intelligent transport systems is necessary to

Amendment

8. Stresses that the deployment of intelligent transport systems is necessary to

allow a more efficient use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure;

allow a more efficient use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure; ***in this sense, highlights the priority of tackling congestion on those rail axes defined as a priority by the European Commission;***

Or. es

Amendment 204

Claudia Tapardel, Jörg Leichtfried, Theresa Griffin

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and provide additional capacity without the time, cost and land-take required for the construction of new infrastructure;

Amendment

8. Stresses that the deployment of intelligent transport systems is necessary to allow a more efficient use of the existing infrastructure and ***vehicles, and*** provide additional capacity without the time, cost and land-take required for the construction of new infrastructure; ***underlines the importance of interference-free radio communication in the deployment of intelligent transport systems for both infrastructure and vehicles;***

Or. en

Amendment 205

Pavel Telička, Martina Dlabajová

Motion for a resolution

Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Underlines the importance of advancing in the development of integrated multimodal information, travel planning and ticketing systems in order to

improve mobility, foster the competitiveness of the EU Single Market, contribute to the achievement of a Single European Transport Area and boost European businesses; calls on the Commission to take appropriate regulatory action and to create a comprehensive framework that encourages and facilitates the efforts being made by stakeholders and competent authorities already;

Or. en

Amendment 206
Cláudia Monteiro de Aguiar

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8 A. Highlights the importance of analysing the positive effects on society of new forms of mobility supported by the Sharing Economy model, including ride-sharing; considers it important that there is a sharing of best practices between Member States so that regulatory adjustment is made to take into account these door-to-door mobility innovation platforms;

Or. pt

Amendment 207
Kosma Złotowski

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Stresses that public-private partnership, as a good example of synergy

between the economic effectiveness of the private sector and the investment potential of public institutions, should play a more important role in the investment financing process for the construction and modernisation of transport infrastructure in Member States;

Or. en

Amendment 208
Bas Eickhout, Karima Delli

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Encourages the Commission, in the framework of intelligent transport systems, to take initiative concerning the ownership of vehicle data and to see in which way to improve the safety and efficiency of public transport, reduce traffic congestion and inefficient transport movements such as the 25-30% of empty trucks on EU roads, whilst also safeguarding EU data protection and privacy law;

Or. en

Amendment 209
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8 a. Stresses the strategic role played by the automotive, naval and aeronautical sectors in the achievement of the internal market and the need for them to receive the support essential to innovate and

research in their area;

Or. es

Amendment 210
Dominique Riquet

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8 a. Given that transport is becoming increasingly digitised, calls for the potential offered by the Galileo global navigation satellite system to be fully harnessed, for the interoperability of intelligent transport systems to be closely monitored, and for frequencies to be used in a much more effective way;

Or. fr

Amendment 211
Olga Sehnalová

Motion for a resolution
Paragraph 8 b (new)

Motion for a resolution

Amendment

8b. Emphasises that sustainable mobility and modal shift are also related to the perspective of purposes of journeys;

Or. en

Amendment 212
Merja Kyllönen

Motion for a resolution
Paragraph 8 b (new)

Motion for a resolution

Amendment

8b. Stresses that improving energy efficiency should be one of the top priorities of the European transport policy; states that there is an acute need to improve the resource efficiency of the transport system as a whole, aiming at more efficient use of existing capacity, improving the utilisation rate of vehicles and ensuring that public financing is allocated at national and EU levels to measures with the highest impact;

Or. en

Amendment 213
Bas Eickhout, Karima Delli

Motion for a resolution
Paragraph 8 b (new)

Motion for a resolution

Amendment

8b. Emphasises the importance of ‘Sustainable Urban Mobility Plans’ (SUMP) as a tool to achieve the EU targets on CO₂ emissions, noise, air pollution and accident reduction; stresses that SUMP should be considered as a pre-condition for the EU financing of urban transport projects;

Or. en

Amendment 214
Andor Deli

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting **electro-mobility and electric** public transport systems, ***coupled with*** the introduction of renewable energy sources ***in the electricity sector***, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting electric ***and other eco-friendly means of transport and*** public transport systems, ***paying attention to the fact that the increasing need for electricity should be satisfied mainly*** by the introduction of renewable energy sources, giving priority to the electrification of the rail network, tramways, ***trolleybuses***, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Or. hu

Amendment 215
Jacqueline Foster

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting ***electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to*** the electrification of the rail network, tramways, ***electric cars*** and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting ***alternative powertrains and fuels***, the electrification of the rail network, tramways and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Or. en

Amendment 216
Bogusław Liberadzki

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars, **buses** and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Or. en

Amendment 217
Wim van de Camp

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars **and** e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the **further** electrification of the rail network **and** tramways **in the first place, as well as** electric cars, e-bikes **and electric two/three/four wheelers**; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Or. en

Amendment 218

Claudia Schmidt, Pavel Svoboda, Georges Bach, Elżbieta Katarzyna Łukacijewska

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, ***electric buses (including trolleybuses)***, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Or. en

Amendment 219

Enrico Gasbarra

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting ***private*** electro-mobility ***through awareness campaigns and by offering subsidies or discounts on purchase***, and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment 220**Gabriele Preuß****Motion for a resolution****Paragraph 9***Motion for a resolution*

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, ***small ships***, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Or. de

Amendment 221**Franck Proust, Renaud Muselier****Motion for a resolution****Paragraph 9***Motion for a resolution*

9. Emphasises the importance of promoting ***electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes***; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting ***propulsion systems powered by electricity or alternative renewable energies, in particular those for which Europe has a major technological advantage; laments the fact that these technologies have still not been sufficiently deployed, especially in public transport; calls for these technologies to be used in particular for the electrification of the rail network, tramways and bikes***; stresses the potential of modern aerial tramways (cable cars), as

an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems; *recalls that this deployment must be conducted by adhering to the principle of technological neutrality, thereby allowing the most sustainable technologies to actually be used in the long term;*

Or. fr

Amendment 222
Dominique Riquet

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting *electro-mobility and electric public transport* systems, *coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes;* *stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;*

Amendment

9. Emphasises the importance of promoting *alternative propulsion* systems, *such as those powered by hydrogen, natural gas, biofuels or electricity; calls, in this respect, for electric public transport systems such as tramways or modern aerial tramways (cable cars) to be developed, for efforts to electrify the rail network to be stepped up, and for small electric motorboats, electric buses, electric cars and e-bikes to be put to greater use;*

Or. fr

Amendment 223
Jens Nilsson

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting electro-mobility and electric public

Amendment

9. Emphasises the importance of promoting electro-mobility and electric public

transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), **bicycle rent schemes, and car pools** as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Or. en

Amendment 224
Olga Sehnalová

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, **trolleybuses**, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Or. en

Amendment 225
Luis de Grandes Pascual

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting *electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;*

Amendment

9. Emphasises the importance of promoting the introduction of *alternative fuels in transport in order to achieve the gradual reduction of reliance on oil, improve air quality in cities and meet undertakings for the reduction of greenhouse gases; in this sense, believes that the promotion of electro-mobility and electric public transport systems can play an important role, provided that it is accompanied by a relevant renewable energy quota;*

Or. es

Amendment 226

Marie-Christine Arnautu

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, *tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;*

Amendment

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network;

Or. fr

Amendment 227

Gesine Meissner, Pavel Telička

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, ***small vessels***, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Or. en

Amendment 228

Claudia Tapardel, Georgi Pirinski, Maria Grapini, Theresa Griffin

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to ***the*** electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting ***alternative powertrains and fuels including*** electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to ***further*** electrification of the rail network, tramways, ***electric buses (trolleybuses)***, ***as well as*** electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Or. en

Amendment 229
Bas Eickhout, Karima Delli

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Amendment

9. Emphasises the importance of promoting electro-mobility, ***based on renewable energy sources*** and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, ***small vessels***, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;

Or. en

Amendment 230
Marie-Christine Arnautu

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025;

Amendment

deleted

Or. fr

Amendment 231
Cláudia Monteiro de Aguiar

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal ***should be also set to double*** cycling by 2025;

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; ***each Member State should establish*** a goal ***for*** cycling by 2025;

Or. pt

Amendment 232
Bogusław Liberadzki

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025;

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025; ***stresses that these goals require investments, in particular for maintenance of existing infrastructure, and therefore urges the Commission to initiate an appropriate funding scheme;***

Or. en

Amendment 233
Andor Deli

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by **2015**;

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, ***considering the factors of environmental protection and sustainability***, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by **2025**;

Or. hu

Amendment 234
Claudia Schmidt, Georges Bach, Pavel Svoboda, Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025;

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025; ***stresses that these goals need enormous investments in urban public transport infrastructure, and therefore calls on the Commission to establish an adequate funding scheme***;

Amendment 235
Enrico Gasbarra

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025;

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025, ***making it a priority to study new plans for urban cycling;***

Or. it

Amendment 236
Markus Pieper

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025;

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025; ***emphasises that it is not be for the EU to set binding quotas for public***

transport for which the national, regional and local authorities are responsible, but calls on the Commission to make greater use of its role as initiator, innovation driver and transferor of best practises in public transport and to allocate much more money for that purpose;

Or. de

Amendment 237
Olga Sehnalová

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility *of* pedestrians, cyclists *and* elderly or handicapped people; a clear goal should be also set to double cycling by 2025;

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility *ensuring safe mobility for* pedestrians, cyclists, elderly or handicapped people *and for public transport users*; a clear goal should be also set to double cycling by 2025;

Or. en

Amendment 238
Markus Pieper

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that *a new goal should be set of doubling* public transport use in urban areas *by 2030*,

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that *the Member States should increase* public transport use in urban areas, while

while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; ***a clear goal should be also set to double cycling by 2025;***

providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people;

Or. de

Amendment 239
Elissavet Vozemberg

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025;

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025; ***stresses that these goals require investments, in particular in urban public infrastructure, and therefore urges the Commission to initiate an appropriate funding scheme;***

Or. el

Amendment 240
Ismail Ertug, Christine Revault D'Allonnes Bonnefoy, Lucy Anderson

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public

transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025;

transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025;
underlines that achieving these goals requires appropriate investments, especially to ensure consistent maintenance and expansion of public transport infrastructure; calls therefore on the Commission to establish an investment fund specifically dedicated to public transport; urges the Member States to provide adequate, long-term and reliable funding possibilities specifically for public transport infrastructure projects;

Or. en

Amendment 241
Theresa Griffin

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or ***handicapped*** people; a clear goal should be also set to double cycling by 2025;

Amendment

10. Notes that public transport usage in ***rural and*** urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or ***disabled*** people; a clear goal should be also set to double cycling by 2025; ***a concrete action plan should be set by the Commission to achieve this goal;***

Or. en

Amendment 242
Claudia Tapardel, Olga Sehnalová

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025;

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025; ***stresses that these goals require investments, in particular for the reliable and timely maintenance and building of urban public infrastructure, and therefore calls on the Commission to establish an adequate funding scheme;***

Or. en

Amendment 243
Lucy Anderson

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025;

Amendment

10. Notes that public transport usage in urban areas is not clearly stated among the ten goals of the White Paper; believes that a new goal should be set of doubling public transport use in urban areas by 2030, while providing for facilities and infrastructure to facilitate door-to-door mobility of pedestrians, cyclists and elderly or handicapped people; a clear goal should be also set to double cycling by 2025; ***calls on the Commission to provide a new and adequate funding scheme for the building***

and maintenance of these urban public transport infrastructures, with conditionality for all Member States on providing sustainable urban mobility plans to access funding for either the new or existing EU funding sources;

Or. en

Amendment 244

Theresa Griffin, Lucy Anderson

Motion for a resolution

Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. Stresses that the promotion of public transport and the means to encourage the use of public transport within the EU should be one of the Commission's priorities;

Or. en

Amendment 245

Georgi Pirinski, Claudia Tapardel

Motion for a resolution

Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. Considers important that the potential of social sciences' research is utilised in exploring peoples preferences and behaviour when outlining a new goal for urban public transport and elaborating relevant urban mobility projects;

Or. en

Amendment 246
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

Amendment

10 a. Emphasises the social dimension of public transport as a means for bringing urban centres closer to peripheral areas; calls on the Commission to take into account the role of the obligations of public services and the accessibility of transport services when revising the White Paper, so as to promote a non-discriminatory form of mobility that may be accessed under the best possible conditions;

Or. fr

Amendment 247
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 11

Motion for a resolution

Amendment

11Stresses that powered two-wheelers (motorcycles, scooters **and** mopeds) play a significant role in sustainable mobility, especially in urban areas where they contribute to tackling congestion and parking problems as well as providing a solution for small logistics; insists therefore that the specific design and afferent benefits of these vehicles should be adequately taken into account and reflected in EU transport legislation and guidelines;

11. Stresses that powered two-wheelers (motorcycles, scooters, mopeds **and e-bikes**) play a significant role in sustainable mobility, especially in urban areas where they contribute to tackling congestion and parking problems as well as providing a solution for small logistics; insists therefore that the specific design and afferent benefits of these vehicles should be adequately taken into account and reflected in EU transport legislation and guidelines;

Or. de

Amendment 248

Markus Pieper

Motion for a resolution

Paragraph 11

Motion for a resolution

11. Stresses that powered two-wheelers (motorcycles, scooters and mopeds) play a **significant** role in sustainable mobility, especially in urban areas where they contribute to tackling congestion and parking problems as well as providing a solution for small logistics; insists therefore that the specific design and afferent benefits of these vehicles should be adequately taken into account and reflected in EU transport legislation and guidelines;

Amendment

11. Stresses that powered two-wheelers (motorcycles, scooters and mopeds) play a role in sustainable mobility, especially in urban areas where they contribute to tackling congestion and parking problems as well as providing a solution for small logistics; insists therefore that the specific design and afferent benefits of these vehicles should be adequately taken into account and reflected in EU transport legislation and guidelines;

Or. de

Amendment 249

Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 11

Motion for a resolution

11. Stresses that powered two-wheelers (motorcycles, scooters and mopeds) play a significant role in sustainable mobility, especially in urban areas where they contribute to tackling congestion and parking problems as well as providing a solution for small logistics; insists therefore that the specific design and afferent benefits of these vehicles should be adequately taken into account and reflected in EU transport legislation and guidelines;

Amendment

11. Stresses that powered two-wheelers (motorcycles, scooters and mopeds) **and three-wheelers (electric tricycle)** play a significant role in sustainable mobility, especially in urban areas where they contribute to tackling congestion and parking problems as well as providing a solution for small logistics; insists therefore that the specific design and afferent benefits of these vehicles should be adequately taken into account and reflected in EU transport legislation, **approval criteria**, guidelines **and funds; where intended for groups with disability or reduced mobility, such designs should receive specific support**;

Amendment 250**Bas Eickhout, Karima Delli****Motion for a resolution****Paragraph 11***Motion for a resolution*

11. Stresses that **powered** two-wheelers (**motorcycles, scooters and mopeds**) play a significant role in sustainable mobility, especially in urban areas where they contribute to tackling congestion and parking problems as well as providing a solution for small logistics; insists therefore that the specific design and afferent benefits of these vehicles should be adequately taken into account and reflected in EU transport legislation and guidelines;

Amendment

11. Stresses that **e-powered** two-wheelers (**pedelecs, e-motorcycles, e-scooters and e-mopeds**) **can** play a significant role in sustainable mobility, especially in urban areas where they contribute to tackling **emission (gases and noise)**, congestion and parking problems as well as providing a solution for small logistics; insists therefore that the specific design and afferent benefits of these vehicles should be adequately taken into account and reflected in EU transport legislation and guidelines;

Or. en

Amendment 251**Olga Sehnalová, Claudia Tapardel****Motion for a resolution****Paragraph 11 a (new)***Motion for a resolution**Amendment*

11a. Calls for better optimisation of the supply chain in urban areas; urban freight vehicles contribute disproportionately to air and noise pollution and have a negative impact on congestion; urban logistics should foster the optimisation of transport and cost-effective introduction of new types of operations, technologies and business models; better selection of modes and vehicles can ensure that a transport

solution is optimally matched with the specific requirements of the shipment and the city in question;

Or. en

Amendment 252

Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 11 a (new)

Motion for a resolution

Amendment

11 a. Emphasises the importance of taking steps to support regional programmes for creating and expanding cycling networks in large European regions, especially so as to encourage citizens to take more responsibility in environmental matters, give everyone the opportunity to cycle, and reduce noise pollution, congestion and urban pollution;

Or. fr

Amendment 253

Enrico Gasbarra

Motion for a resolution

Paragraph 12

Motion for a resolution

Amendment

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing);

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, ***with pedestrian areas and secure footpaths created by specific pedestrian mobility plans and walking buses, bike sharing, public transport, car sharing, car pooling, use of Intelligent Transport Systems for***

simplified management of traffic flows, which will encourage users to choose public transport, park and ride schemes);

Or. it

Amendment 254

Olga Sehnalová

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing);

Amendment

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing); *the existence of safe infrastructure is a prerequisite for such initiatives;*

Or. en

Amendment 255

Pavel Telička, Martina Dlabajová

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing);

Amendment

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing), *taking into account the crucial role of access to digital information with regard to journey planning; calls therefore on the Commission to identify best-practice*

examples for the combination of multiple modes of transport with a potential to be implemented in other urban agglomerations;

Or. en

Amendment 256
Wim van de Camp

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing);

Amendment

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing),
making available information for the intermodal use of different transport modes through Intelligent Transport Systems;

Or. en

Amendment 257
Claudia Tapardel, Theresa Griffin

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Stresses that ***the*** behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing);

Amendment

12. Stresses that ***better national and EU transport data on the*** behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing);

Amendment 258

Jens Nilsson, Soraya Post

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing);

Amendment

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing); ***considers that the EU institutions must step up their efforts to act as a role model in this regard;***

Or. en

Amendment 259

Bas Eickhout, Karima Delli

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing);

Amendment

12. Stresses that the behaviour of transport users is key to the development of a more sustainable transport system; calls for initiatives that motivate users, especially young people, to choose more sustainable means of transport (walking, cycling, public transport, car sharing, ***carpooling***);

Or. en

Amendment 260

Pavel Telička, Martina Dlabajová

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. Asks the Commission to include an EU-Roadmap for cycling in its next Work Programme;

Or. en

Amendment 261
Bas Eickhout, Michael Cramer, Georges Bach, Karima Delli

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. Stresses that better transport data, in particular on walking and cycling, is needed in national and Eurostat transport modal split statistics to measure the impact of interventions, and expects a legislative proposal before 2018;

Or. en

Amendment 262
Kosma Złotowski

Motion for a resolution
Paragraph 13

Motion for a resolution

Amendment

13. Calls on the Commission to monitor the situation in the different Member States as regards the operation of transportation network companies that match drivers to passengers (Uber being the most prominent example), and to carry out an assessment of the legal, *social* and economic consequences arising from the operation of

13. Calls on the Commission to monitor the situation in the different Member States as regards the operation of transportation network companies that match drivers to passengers (Uber being the most prominent example), and to carry out an assessment of the legal and economic consequences arising from the operation of such

such companies, accompanied, if appropriate, by relevant measures or recommendations;

companies, accompanied, if appropriate, by relevant measures or recommendations;

Or. en

Amendment 263
Henna Virkkunen

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Calls on the Commission to monitor the situation in the different Member States as regards the operation of transportation network companies that match drivers to passengers (Uber being the most prominent example), and to carry out an assessment of the legal, social and economic consequences arising from the operation of such companies, accompanied, if appropriate, by relevant measures or recommendations;

Amendment

13. Calls on the Commission to monitor the situation in the different Member States as regards the operation of transportation network companies that match drivers to passengers (Uber being the most prominent example), and to carry out an assessment of the legal, social and economic consequences arising from the operation of such companies, accompanied, if appropriate, by relevant measures or recommendations *for developing new innovative services in Europe*;

Or. en

Amendment 264
Bas Eickhout, Karima Delli

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Calls on the Commission to monitor the situation in the different Member States as regards the operation of transportation network companies that match drivers to passengers (Uber being the most prominent example), and to carry out an assessment of the legal, social *and* economic consequences arising from the operation of

Amendment

13. Calls on the Commission to monitor the situation in the different Member States as regards the operation of transportation network companies that match drivers to passengers (Uber being the most prominent example), and to carry out an assessment of the legal, social, economic *and environmental* consequences arising from

such companies, accompanied, if appropriate, by relevant measures or recommendations;

the operation of such companies, accompanied, if appropriate, by relevant measures or recommendations, *taking into account the existing taxi services*;

Or. en

Amendment 265

Claudia Tapardel, Theresa Griffin

Motion for a resolution

Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. Calls on the Commission to guarantee adequate funding for the reliable and timely maintenance and building of urban public infrastructure;

Or. en

Amendment 266

Ivo Belet

Motion for a resolution

Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. Stresses the importance of logistics depots located on the edge of urban areas, enabling goods to be transported to their destination in a coordinated way using the most energy-efficient modes of transport;

Or. en

Amendment 267

Olga Sehnalová, Claudia Tapardel, Lucy Anderson

Motion for a resolution

Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. Calls for better investment in public transport services, with the focus on integrated ticketing, to ensure improved public transport use between city centres and suburban areas in agglomerations across the EU;

Or. en

Amendment 268
Daniela Aiuto, Rosa D'Amato

Motion for a resolution
Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. Invites the Commission to consider successful examples of sustainable urban mobility, which can lead to improvement of public transport, traffic decongestion and abolishing of fares on public transport, as in the case of the city of Tallinn in Estonia;

Or. it

Amendment 269
Inés Ayala Sender

Motion for a resolution
Paragraph 13 a (new)

Motion for a resolution

Amendment

13 a. Requests that the Commission require States to provide conditions of fair competition between shared transportation companies and traditional taxi and intercity transport companies as regards compliance with tax legislation, safety, public service obligations,

employment conditions, etc.;

Or. es

Amendment 270
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 14 – introductory sentence

Motion for a resolution

14. Calls, with regard to road safety, for:

Amendment

14. Calls, with regard to road safety, *for further measures to attain the long-term ‘Vision Zero’ strategy:*

Or. de

Amendment 271
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 14 – indent 1

Motion for a resolution

– the adoption of a 2020 target of a **35 %** reduction in the number of people seriously injured, accompanied by a fully-fledged EU strategy,

Amendment

– the adoption of a 2020 target of a **40 %** reduction in the number of people seriously injured, accompanied by a fully-fledged EU strategy,

Or. de

Amendment 272
Inés Ayala Sender

Motion for a resolution
Paragraph 14 – indent 1

Motion for a resolution

– the adoption of a 2020 target of a 35 % reduction *in the number of people*

Amendment

– the adoption of a 2020 target of a 35 % reduction *in the number of people*

seriously injured, accompanied by a fully-fledged EU strategy;

seriously injured, within the framework of a 40 % reduction between 2010 and 2020, accompanied by a fully-fledged EU strategy;

Or. es

Amendment 273

Jens Nilsson, Olga Sehnalová, Soraya Post

Motion for a resolution

Paragraph 14 – indent 1

Motion for a resolution

– the adoption of a 2020 target of a 35 % reduction in the number of people seriously injured, accompanied by a fully-fledged EU strategy,

Amendment

– the adoption of a 2020 target of a 35 % reduction in the number of people seriously injured, accompanied by a fully-fledged EU strategy, *including a vision for zero casualties in traffic, based on the Swedish model*,

Or. en

Amendment 274

Inés Ayala Sender

Motion for a resolution

Paragraph 14 – indent 1 a (new)

Motion for a resolution

Amendment

- the strengthening of actions aimed at reducing the number of victims and injuries on the road, with particular attention to the main causes (driving under the influence of alcohol and drugs, excessive speed, not wearing seatbelts, etc.),

Or. es

Amendment 275
Jörg Leichtfried, Claudia Tapardel

Motion for a resolution
Paragraph 14 – indent 1 a (new)

Motion for a resolution

Amendment

- the adoption of additional road safety requirements for vans (such as N₁ vehicles) in particular those related to professional activities, such as driving time, training for professional drivers or the installation of speed limitation devices,

Or. en

Amendment 276
Lucy Anderson, Christine Revault D'Allonnes Bonnefoy, Ismail Ertug, Kathleen Van Brempt

Motion for a resolution
Paragraph 14 – indent 1 a (new)

Motion for a resolution

Amendment

- a proposal to review the General Safety Regulation (661/2009) and the Pedestrian Protection Regulation (78/2009) no later than 2016, to establish as soon as possible mandatory rules for Heavy Goods Vehicles (HGVs) cab design and safety, as well as the mandatory application of innovative technologies such as Automated Emergency Braking and Advisory Intelligent Speed Assistance systems (ISA) for all vehicles,

Or. en

Amendment 277
Georges Bach

Motion for a resolution
Paragraph 14 – indent 1 a (new)

Motion for a resolution

Amendment

- a proposal to review the General Safety Regulation (661/2009) and the Pedestrian Protection Regulation (78/2009) in 2016, to establish mandatory rules for Heavy Goods Vehicles (HGVs) direct vision, crash performance and pedestrian protection as well as the mandatory application of innovative technologies such as Automated Emergency Braking and Advisory Intelligent Speed Assistance (ISA) system for all vehicles; calls on the Commission to prioritise Vulnerable Road Users,

Or. en

Amendment 278
Kosma Zlotowski

Motion for a resolution
Paragraph 14 – indent 1 a (new)

Motion for a resolution

Amendment

- efforts to extend the application of the Directive on facilitating cross-border exchange of information on road safety related traffic offences to other countries, especially to EU neighbouring and Eastern Partnership countries,

Or. en

Amendment 279
Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Paragraph 14 – indent 1 a (new)

Motion for a resolution

Amendment

- action to attain the 2020 road safety target of less than 15.000 fatalities, through the introduction and implementation of cost-effective road safety measures at EU and national level,

Or. en

Amendment 280

Markus Pieper

Motion for a resolution

Paragraph 14 – indent 2

Motion for a resolution

– ***the extension***, within the revision of Directive 2008/96/EC on road infrastructure safety management, ***of its four*** main measures to other parts of the road network, including all parts of motorways and rural and urban roads, ***including all parts of motorways and rural and urban roads***,

Amendment

– ***review***, within the revision of Directive 2008/96/EC on road infrastructure safety management, of ***the extension of the*** main measures to other parts of the road network;

Or. de

Amendment 281

Lucy Anderson, Ismail Ertug, Christine Revault D'Allonnes Bonnefoy, Kathleen Van Brempt

Motion for a resolution

Paragraph 14 – indent 2 a (new)

Motion for a resolution

Amendment

- actions to be prioritised, as suggested by the Action Plan and defined by the Intelligent Transport Systems (ITS) Directive (2010/40/EU), with regard to Vulnerable Road Users,

Amendment 282
Bas Eickhout, Karima Delli

Motion for a resolution
Paragraph 14 – indent 2 a (new)

Motion for a resolution

Amendment

- recognition that speed management has a drastic impact on the reduction of road deaths and serious injuries in cities, particularly for vulnerable road users such as pedestrians and cyclists and that vans are the only commercial vehicles that are not speed limited,

Or. en

Amendment 283
Michael Cramer, Bas Eickhout, Karima Delli

Motion for a resolution
Paragraph 14 – indent 2 a (new)

Motion for a resolution

Amendment

- recognition that the EP adopted with large majority a strong recommendation for cities to make 30 km/h the default tempo limit, whilst evidently deciding on their own terms on which roads to allow other speeds,

Or. en

Amendment 284
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 14 – indent 2 a (new)

Motion for a resolution

Amendment

- the submission to the joint legislators of the new proposal for a Directive facilitating cross-border exchange of information on road safety related traffic offences,

Or. es

Amendment 285
Wim van de Camp

Motion for a resolution
Paragraph 14 – indent 3

Motion for a resolution

– a review of the rules on training and qualifications of professional drivers,

Amendment

– a review of the rules on training and qualifications of professional drivers, ***as well as the promotion and development of post-license training schemes for all vehicle users,***

Or. en

Amendment 286
Pavel Telička, Martina Dlabajová

Motion for a resolution
Paragraph 14 – indent 3

Motion for a resolution

– a review of the ***rules on*** training and ***qualifications of professional drivers,***

Amendment

– a review of the ***Professional Drivers Training and Qualification Directive with the aim of clarifying the provisions,***

Or. en

Amendment 287
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 14 – indent 4

Motion for a resolution

– greater application in new passenger cars and commercial vehicles of innovative technologies such as Automated Emergency Braking and Intelligent Speed Assistance (ISA) systems;

Amendment

– greater application in new passenger cars and commercial vehicles of innovative technologies such as Automated Emergency Braking and Intelligent Speed Assistance (ISA) systems **and E-Call**;

Or. es

Amendment 288
Enrico Gasbarra

Motion for a resolution
Paragraph 14 – indent 4

Motion for a resolution

– greater application in new passenger cars and commercial vehicles of innovative technologies such as Automated Emergency Braking and Intelligent Speed Assistance (ISA) systems;

Amendment

– greater application in new passenger cars and commercial vehicles of innovative technologies such as Automated Emergency Braking systems, ***systems for signalling to the driver that the vehicles' tyres are worn out, through the surface of the tyre changing colour***, and Intelligent Speed Assistance (ISA) systems;

Or. it

Amendment 289
Wim van de Camp

Motion for a resolution
Paragraph 14 – indent 4

Motion for a resolution

– greater application in new passenger cars and commercial vehicles of innovative technologies such as Automated Emergency Braking and Intelligent Speed Assistance (ISA) systems;

Amendment

– greater application in new passenger cars and commercial vehicles of innovative technologies such as Automated Emergency Braking and Intelligent Speed Assistance (ISA) systems **and cooperative**

Or. en

Amendment 290
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 14 – indent 4

Motion for a resolution

– *greater application in new passenger cars and commercial vehicles of innovative technologies such as Automated Emergency Braking and Intelligent Speed Assistance (ISA) systems;*

Amendment

– *mandatory and mass application of driver assistance systems, such as Automated Emergency Braking, Distance Warning, Lane Departure Warning and Intelligent Speed Assistance (ISA) systems;*

Or. de

Amendment 291
Inés Ayala Sender

Motion for a resolution
Paragraph 14 – indent 4

Motion for a resolution

– greater application in new passenger cars and commercial vehicles of innovative technologies such as Automated Emergency Braking and Intelligent Speed Assistance (ISA) systems;

Amendment

– greater application in new passenger cars, ***two-wheeled motor vehicles*** and commercial vehicles of innovative technologies such as Automated Emergency Braking and Intelligent Speed Assistance (ISA) systems;

Or. es

Amendment 292
Claudia Tapardel, Olga Sehnalová

Motion for a resolution
Paragraph 14 – indent 4

Motion for a resolution

– greater application in new passenger cars and commercial vehicles of innovative technologies such as Automated Emergency Braking and Intelligent Speed Assistance (ISA) systems;

Amendment

– greater application in new passenger cars and commercial vehicles of ***overridable*** innovative technologies such as Automated Emergency Braking and Intelligent Speed Assistance (ISA) systems;

Or. en

Amendment 293
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 14 – indent 4 a (new)

Motion for a resolution

Amendment

- a harmonised EU blood alcohol concentration limit of 0.0 for new drivers in the first two years and for professional drivers,

Or. de

Amendment 294
Theresa Griffin

Motion for a resolution
Paragraph 14 – indent 4 a (new)

Motion for a resolution

Amendment

- the adoption of rules providing for interference-free radio communication which will provide for the enforcement of road safety and employment legislation,

Or. en

Amendment 295
Inés Ayala Sender

Motion for a resolution
Paragraph 14 – indent 4 a (new)

Motion for a resolution

Amendment

- a review of the Directive on the exchange of information regarding trans-border traffic sanctions enabling infringement proceedings to be carried out for non-resident drivers,

Or. es

Amendment 296
Marian-Jean Marinescu

Motion for a resolution
Paragraph 14 – indent 4 a (new)

Motion for a resolution

Amendment

- the extension and implementation of EU legislation on smart roads,

Or. ro

Amendment 297
Bas Eickhout

Motion for a resolution
Paragraph 14 – indent 4 a (new)

Motion for a resolution

Amendment

- the Commission to review the General Safety Regulation as called for in the recently adopted Directive on weights and dimensions of heavy goods vehicles together with the upcoming proposals of the ‘road package’ announced for mid-2016, as well as the next mid-term review of the road safety programme;

Or. en

Amendment 298

Theresa Griffin

Motion for a resolution

Paragraph 14 – indent 4 b (new)

Motion for a resolution

Amendment

***- the strengthening of the
legislation regarding tyre safety and the
lifespan of tyres within the EU;***

Or. en

Amendment 299

Dieter-Lebrecht Koch

Motion for a resolution

Paragraph 14 – indent 4 b (new)

Motion for a resolution

Amendment

***- review of the third Driving Licence
Directive, in order to introduce***

***• mandatory training for drivers in new
vehicle functions (driver assistance
systems),***

***• a second phase for obtaining a driving
licence,***

• lifelong road safety education,

• a fitness test for drivers and

***• a medical/psychological examination for
traffic offenders, e.g. based on alcohol,
drugs or aggression.***

Or. de

Amendment 300

Inés Ayala Sender

Motion for a resolution
Paragraph 14 – indent 4 b (new)

Motion for a resolution

Amendment

- the promotion of initiatives for companies to adopt company mobility management plans including actions to increase road safety on journeys to and from work;

Or. es

Amendment 301
Inés Ayala Sender

Motion for a resolution
Paragraph 14 – indent 4 c (new)

Motion for a resolution

Amendment

- actions to reduce accidents among vulnerable users, in particular users of two-wheeled vehicles, pedestrians in urban environments and older drivers;

Or. es

Amendment 302
Claudia Tapardel, Georgi Pirinski, Olga Sehnalová, Theresa Griffin

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Calls on the Commission to recognise that the provision of travel information and travel planning contributes to road safety by promoting alternatives of mode and route choice;

Or. en

Amendment 303
Olga Sehnalová, Jens Nilsson, Claudia Tapardel

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Stresses that road safety goes hand in hand with respectful behaviour of road users which should be recognised and promoted as respect to human life; education in families and schools plays an important role towards achieving the Vision Zero objective;

Or. en

Amendment 304
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14 a. Calls in connection with the fundamental right of everyone to individual mobility, especially people with disabilities and the elderly, for greater investment in research and development of appropriate driver assistance systems;

Or. de

Amendment 305
Claudia Tapardel, Georgi Pirinski, Olga Sehnalová

Motion for a resolution
Paragraph 14 b (new)

Motion for a resolution

Amendment

14b. Calls for a review of the General Safety Regulation 661/2009;

Amendment 306
Olga Sehnalová, Jens Nilsson

Motion for a resolution
Paragraph 14 b (new)

Motion for a resolution

Amendment

14b. Stresses that although significant improvements have been reached, much still needs to be done to achieve the Vision Zero objective; notes that significant differences in road safety record between Members States still persist;