



2015/2112(INI)

9.6.2015

AMENDMENTS

1 - 47

Draft opinion
Bas Eickhout
(PE554.961v01-00)

on the towards a new international climate agreement in Paris
(2015/2112(INI))

Amendment 1
Marie-Christine Arnautu

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

Ia. Stresses that the cost of the climate conference (COP 21) in Paris in 2015, estimated to be EUR 185 million, appears to be far too high and that it is therefore important to review the funding of this kind of event;

Or. fr

Amendment 2
Rolandas Paksas

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

Ia. Stresses that the new international climate agreement, which is to be agreed by COP 21, should encourage mainstreaming of low-carbon transport in global policies on climate change and sustainable development;

Or. en

Amendment 3
Christine Revault D'Allonnes Bonnefoy, Claudia Tapardel, Theresa Griffin, Lucy Anderson

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Welcomes the Communication of the Commission and the objectives of the EU's Contribution to the COP21 Climate Conference; calls on the Commission and the Member States to play a leading role in achieving a transparent and binding international agreement;

Or. en

Amendment 4

Christine Revault D'Allonnes Bonnefoy, Claudia Tapardel, Theresa Griffin, Lucy Anderson

Draft opinion

Paragraph 1 b (new)

Draft opinion

Amendment

1b. Invites the Commission to offer its support and expertise to the Parties of the COP21 Conference to set up their national contributions while raising awareness on the role of the transport sector to adopt comprehensive strategies in reducing GHG emissions;

Or. en

Amendment 5

Cláudia Monteiro de Aguiar

Draft opinion

Paragraph 2

Draft opinion

Amendment

2. Calls for the Paris Protocol to include GHG reduction targets that are consistent with a global carbon budget in line with the 2 degree objective for international aviation and maritime shipping;

2. Calls for the Paris Protocol to include GHG reduction targets that are consistent with a global carbon budget in line with the 2 degree objective for international aviation and maritime shipping; ***highlights***

the importance of taking account of the specific situation of island and outermost regions, in order to ensure that environmental performance does not affect mobility and accessibility in these regions in particular;

Or. pt

Amendment 6
Gesine Meissner, Pavel Telička

Draft opinion
Paragraph 2

Draft opinion

2. Calls for the *Paris Protocol to include GHG reduction targets that are consistent with a global carbon budget in line with the 2 degree objective for international aviation and maritime shipping;*

Amendment

2. Calls for the *European Union to continue working proactively with ICAO and IMO so that these two organisations act to effectively regulate emissions from international shipping and aviation;*

Or. en

Amendment 7
Kosma Zlotowski

Draft opinion
Paragraph 2

Draft opinion

2. Calls for the Paris Protocol to *include GHG reduction targets that are consistent with a global carbon budget in line with the 2 degree objective for international aviation and maritime shipping;*

Amendment

2. Calls for the Paris Protocol to *take into account the particular importance of the transport sector in creating economic growth in Europe, and especially the sector's potential as regards generating new jobs;*

Or. pl

Amendment 8

Christine Revault D'Allonnes Bonnefoy, Ismail Ertug, Claudia Tapardel, Theresa Griffin, Lucy Anderson

Draft opinion Paragraph 2

Draft opinion

2. Calls for the Paris Protocol to include GHG reduction targets that are consistent with a global carbon budget in line with the 2 degree objective for international aviation and maritime shipping;

Amendment

2. Calls for the Paris Protocol to include GHG reduction targets that are consistent with a global carbon budget in line with the 2 degree objective for international aviation and maritime shipping; ***calls on the Commission and the Member States to support the inclusion of quantified targets in the Paris Protocol as a top priority;***

Or. en

Amendment 9 Ivo Belet

Draft opinion Paragraph 2

Draft opinion

2. Calls ***for the Paris Protocol to include*** GHG reduction targets that are consistent with a global carbon budget in line with the ***2 degree objective for international aviation and maritime shipping;***

Amendment

2. Calls ***on all the parties, including IMO and ICAO, to commit to global*** GHG reduction targets ***within the Paris Protocol*** that are consistent with a global carbon budget in line with the ***objective to hold the increase in global temperature below 2 degrees Celsius;***

Or. en

Amendment 10 Kosma Zlotowski

Draft opinion Paragraph 2 a (new)

Draft opinion

Amendment

2a. Calls on the Commission to make commitments in the Paris Protocol that are in line with the economic interests of the European Union and of all the Member States;

Or. pl

Amendment 11

Christine Revault D'Allonnes Bonnefoy, Claudia Tapardel, Theresa Griffin

Draft opinion

Paragraph 2 a (new)

Draft opinion

Amendment

2a. Calls on the EU to recognise the role of non-state actors in achieving and promoting ambitious GHG reduction targets; stresses the need of enhancing the visibility of the transport sector in all the COP21 Conference initiatives as the Agenda of Solutions, "Solutions COP21", bringing together a wide range of actors; invites the Commission to actively support initiatives in the field of sustainable urban mobility and public transport in the framework of the Agenda of Solutions; invites the Commission to support the "Transport Day" side event to the COP21;

Or. en

Amendment 12

Bas Eickhout

Draft opinion

Paragraph 2 a (new)

Draft opinion

Amendment

2a. Recognises that in accordance with the 5th Assessment Report of the Intergovernmental Panel on Climate Change, the global carbon budget that is likely to limit the temperature increase to below 2°C requires global cumulative emissions between 2011 and 2100 to stay below 1010 Gtons of CO₂;

Or. en

**Amendment 13
Ivo Belet**

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

Draft opinion

Amendment

2a. Deplores the lack of progress and ambition of the negotiations within the International Civil Aviation Organisation (ICAO) on the development of a global market-based mechanism to reduce aviation emissions; calls on all parties to commit to an effective and structural instrument and measures guaranteeing reductions of CO₂ emissions;

Or. en

**Amendment 14
Ivo Belet**

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

Draft opinion

Amendment

2b. Calls on the IMO to speed up actions in order to come to an agreement to effectively regulate and decrease emissions from international shipping by the end of 2016;

Amendment 15
Merja Kyllönen, Stelios Kouloglou

Draft opinion
Paragraph 3

Draft opinion

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow: by 30% over the last 25 years; only a more fully integrated transport policy that incorporates modal shift policies together with technological advancement as well as **transport avoidance** (e.g. through green logistics and integrated mobility management) will be able to achieve this;

Amendment

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow: by 30% over the last 25 years; only a more fully integrated transport policy that incorporates modal shift policies together with technological advancement as well as **a strong effort to reduce unnecessary traffic** (e.g. through green logistics and integrated mobility management) will be able to achieve this;

Amendment 16
Maria Grapini

Draft opinion
Paragraph 3

Draft opinion

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow: by 30% over the last 25 years; only a more fully integrated transport policy that incorporates modal shift policies together with technological advancement as well as transport

Amendment

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow: by 30% over the last 25 years; only a more fully integrated transport **and investment** policy that incorporates modal shift policies together with technological advancement as well as

avoidance (e.g. through green logistics and integrated mobility management) will be able to achieve this;

transport avoidance (e.g. through green logistics and integrated mobility management) will be able to achieve this;

Or. ro

Amendment 17
Henna Virkkunen

Draft opinion
Paragraph 3

Draft opinion

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow: ***by 30% over the last 25 years; only a more fully integrated transport policy that incorporates modal shift policies together with technological advancement as well as transport avoidance (e.g. through green logistics and integrated mobility management) will be able to achieve this;***

Amendment

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow; ***draws attention to the fact that globally agreed rules within the International Civil Aviation Organisation and the International Maritime Organisation are required in order for aviation and maritime CO₂ emission targets to be met, which is important for the competitiveness of European industries;***

Or. en

Amendment 18
Aldo Patriciello

Draft opinion
Paragraph 3

Draft opinion

3. ***Believes*** that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have

Amendment

3. ***Takes the view*** that without a greater focus on ***reducing*** emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas

continued to grow: by 30% over the last 25 years; only a more *fully* integrated transport policy that *incorporates* modal shift policies together with technological advancement as well as transport avoidance (e.g. through green logistics and integrated mobility management) will be able to achieve this;

emissions have continued to grow: by 30% over the last 25 years; only a more integrated transport policy that *provides for* modal shift policies together with technological advancement as well as transport avoidance (e.g. through green logistics and integrated mobility management) will be able to achieve this;

Or. it

Amendment 19

Ivo Belet

Draft opinion

Paragraph 3

Draft opinion

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow: by 30% over the last 25 years; only a more fully integrated transport policy that incorporates modal shift policies together with technological advancement as well as transport avoidance (e.g. through *green* logistics and integrated mobility management) will be able to achieve this;

Amendment

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow: by 30% over the last 25 years; only a more fully integrated transport policy that incorporates modal shift policies together with technological advancement as well as transport avoidance (e.g. through *sustainable* logistics, *smart urban planning* and integrated mobility management) will be able to achieve this;

Or. en

Amendment 20

Christine Revault D'Allonnes Bonnefoy, Ismail Ertug, Theresa Griffin, Lucy Anderson

Draft opinion

Paragraph 3

Draft opinion

3. Believes that without a greater focus on emissions from the transport sector, the

Amendment

3. *Taking into account that transport is the only sector where GHG emissions*

overall climate targets will be impossible to reach, *as transport is the only sector where greenhouse gas emissions have continued to grow: by 30% over the last 25 years; only* a more fully integrated transport policy that incorporates modal shift policies *together with* technological advancement as well as transport avoidance (e.g. through green logistics and integrated mobility management) will be able to achieve this;

have continued to grow by 30% over the last 25 years, that it is responsible for around 25% of GHG emissions and that transport's GHG emissions are projected to increase, strongly believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach; *stresses that only binding GHG reduction targets together with* a more fully integrated transport policy that incorporates modal shift policies *and* technological advancement as well as transport avoidance (e.g. through green logistics and integrated mobility management) will be able to achieve this;

Or. en

Amendment 21 **Tonino Picula**

Draft opinion **Paragraph 3**

Draft opinion

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow: by 30% over the last 25 years; only a more fully integrated transport policy that incorporates modal shift policies together with technological advancement as well as transport avoidance (e.g. through green logistics and integrated mobility management) will be able to achieve this;

Amendment

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow: by 30% over the last 25 years; only *the full integration of renewables into the market, a technologically neutral approach to decarbonisation, and* a more fully integrated transport policy that incorporates modal shift policies together with technological advancement as well as transport avoidance (e.g. through green logistics and integrated mobility management) will be able to achieve this;

Or. hr

Amendment 22
José Inácio Faria

Draft opinion
Paragraph 3

Draft opinion

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow: by 30% over the last 25 years; only a more fully integrated transport policy that incorporates modal shift policies together with technological advancement as well as transport avoidance (e.g. through green logistics and integrated mobility management) will be able to achieve this;

Amendment

3. Believes that without a greater focus on emissions from the transport sector, the overall climate targets will be impossible to reach, as transport is the only sector where greenhouse gas emissions have continued to grow: by 30% over the last 25 years; only a more fully integrated transport policy that incorporates modal shift policies together with technological advancement as well as transport avoidance (e.g. through green logistics and integrated mobility management) will be able to achieve this; ***calls, therefore, for a combination of several instruments, including measures to incorporate negative externalities and involving funding for research and development, funding for large-scale clean transport technology demonstration projects, and the creation of incentives for these technologies to be adopted;***

Or. pt

Amendment 23
Merja Kyllönen, Stelios Kouloglou

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. Points out that urban transport accounts for about 25 % of the CO₂ emissions responsible for climate change; therefore emphasises that responsible land use and planning and sustainable transport solutions in urban areas

contribute efficiently to the aim of reducing CO₂ emissions; calls on the Commission to take measures needed to strongly promote public transport, shared mobility solutions and walking and cycling especially in densely populated areas, and to make proposals to modernise EU regulation, if needed, to promote multimodality and new mobility and logistics services;

Or. en

Amendment 24

Christine Revault D'Allonnes Bonnefoy, Ismail Ertug, Theresa Griffin, Lucy Anderson

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Calls on the EU to show the path and to play a leading role in implementing concrete measures and legislative initiatives in the transport sector in order to achieve and respect its mitigation commitments; calls on the Commission to submit:

- an ambitious legislative proposals to implement the EU's Climate and Energy Policy Framework for 2030, including a specific and binding GHG emission reduction target for the transport sector;***
- a legislative proposal to maintain a clear emissions-reduction trajectory with long term target setting up ambitious mandatory limits on average CO₂ emissions for light and heavy vehicles;***
- a proposal to establish a European Union framework for distance-based charging including the complete internalisation of external costs also for passenger cars in accordance with the polluter-pays principle in order to promote the use of sustainable modes of***

transport;

Or. en

Amendment 25

Merja Kyllönen, Stelios Kouloglou

Draft opinion

Paragraph 4

Draft opinion

4. Points out that 94% of transport – mainly road, air and shipping sectors – is dependent on fossil fuel and therefore urgently need measures to accelerate progress towards early achievement of the White Paper targets by 2030;

Amendment

4. Points out that 94% of transport – mainly road, air and shipping sectors – is dependent on fossil fuel and therefore urgently need measures to accelerate progress towards early achievement of the White Paper targets by 2030; ***is of the opinion that improving the energy efficiency of transport should be one of the top priorities of European transport policy; stresses the need to strongly develop the distribution channels of new sustainable and emission-free sources of energy to support the ambitious shift to greener energy and to diminish the unwelcome dependency on fossil fuels and imported energy;***

Or. en

Amendment 26

Maria Grapini

Draft opinion

Paragraph 4

Draft opinion

4. Points out that 94% of transport – mainly road, air and shipping sectors – is dependent on fossil fuel and therefore urgently need measures to accelerate progress towards early achievement of the

Amendment

4. Points out that 94% of transport – mainly road, air and shipping sectors – is dependent on fossil fuel and therefore urgently need measures to accelerate progress towards early achievement of the

White Paper targets by 2030;

White Paper targets by 2030; *stresses the need to allocate investment funding to speed up progress in the field of transport;*

Or. ro

Amendment 27
Henna Virkkunen

Draft opinion
Paragraph 4

Draft opinion

4. Points out that 94% of transport – mainly road, air and shipping sectors – is dependent on fossil fuel and therefore urgently need measures to accelerate progress towards early *achievement of the White Paper targets by 2030;*

Amendment

4. Points out that 94% of transport – mainly road, air and shipping sectors – is dependent on fossil fuel and therefore urgently need measures to accelerate progress towards *renewable fuels, electricity or low carbon alternatives; considers that the support of early deployment of liquefied natural gas in maritime transport is needed;*

Or. en

Amendment 28
Gesine Meissner, Pavel Telička

Draft opinion
Paragraph 4

Draft opinion

4. Points out that 94% of transport – mainly road, air and shipping sectors – is dependent on fossil fuel *and therefore urgently need measures to accelerate progress towards early achievement of the White Paper targets by 2030;*

Amendment

4. Points out that 94% of transport – mainly road, air and shipping sectors – is dependent on fossil fuel; *Globally agreed rules within the International Civil Aviation Organisation and the International Maritime Organisation are required in order for aviation and maritime CO₂ emission reductions to be achieved, without affecting the competitiveness of European industries;*

Amendment 29
Tonino Picula

Draft opinion
Paragraph 4

Draft opinion

4. Points out that 94% of transport – mainly road, air and shipping sectors – is dependent on fossil fuel and therefore urgently *need* measures to accelerate progress towards early achievement of the White Paper targets by 2030;

Amendment

4. Points out that **30% of final energy consumption in Europe is accounted for by transport and that** 94% of transport – mainly road, air and shipping sectors – is dependent on fossil fuel and therefore urgently *needs* measures to accelerate progress towards early achievement of the White Paper targets by 2030;

Or. hr

Amendment 30
Kosma Złotowski, Tomasz Piotr Poręba

Draft opinion
Paragraph 4

Draft opinion

4. Points out that 94% of transport – mainly road, air and shipping sectors – is dependent on fossil fuel and *therefore urgently need measures to accelerate progress towards early achievement of the White Paper targets by 2030;*

Amendment

4. Points out that 94% of transport – mainly *in the* road, air and shipping sectors – is dependent on fossil fuel, *owing to the technology that is in use across the board and to the low price of that source of energy;*

Or. pl

Amendment 31
Kosma Złotowski

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4a. Emphasises that the building of the TEN-T network is a priority for European transport policy and calls for the climate commitments made in Paris not to make it difficult for investment needs to be met in this area, in particular as regards building up infrastructure capacity and increasing the availability of transport in central and eastern Europe;

Or. pl

Amendment 32

Christine Revault D'Allonnes Bonnefoy, Claudia Tapardel, Theresa Griffin, Lucy Anderson

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4a. More than half of the world's population now lives in towns and cities and urban transports are a major contributor of GHG emissions from the transport sector. Therefore, urges the Commissions and the Member States to actively raise awareness on the role of sustainable urban mobility to achieve mitigation commitments.

Or. en

Amendment 33

Christine Revault D'Allonnes Bonnefoy, Claudia Tapardel, Theresa Griffin, Lucy Anderson

Draft opinion

Paragraph 4 b (new)

Draft opinion

Amendment

4b. Points out that Climate funds should also be used in the transport sector, especially to encourage the development of sustainable urban mobility plans.

Or. en

Amendment 34
Ivan Jakovčić

Draft opinion
Paragraph 5

Draft opinion

5. Stresses that all policies to strengthen the electrification of transport need to accent railways, trams, electrified **busses**, e-bicycles, need to incorporate the entire lifecycle perspective and need to be based on renewable sources of electricity;

Amendment

5. Stresses that all policies to strengthen the electrification of transport need to accent railways, trams, electrified **buses**, **electric cars, and** e-bicycles, need to incorporate the entire lifecycle perspective and need to be based on renewable sources of electricity;

Or. hr

Amendment 35
Marie-Christine Arnautu

Draft opinion
Paragraph 5

Draft opinion

5. Stresses that all policies to strengthen the electrification of transport need to accent railways, trams, electrified **busses**, **e-bicycles**, need to incorporate the entire lifecycle perspective and need to be based on renewable sources of electricity;

Amendment

5. Stresses that all policies to strengthen the electrification of transport need to accent railways, trams **and** electrified **buses**, need to incorporate the entire lifecycle perspective and need to be based on renewable sources of electricity;

Or. fr

Amendment 36
Merja Kyllönen, Stelios Kouloglou

Draft opinion
Paragraph 5

Draft opinion

5. *Stresses* that all policies to strengthen the electrification of transport need to accent railways, trams, electrified busses, e-bicycles, need to incorporate the entire lifecycle perspective and need to be based on renewable sources of electricity;

Amendment

5. ***Strongly encourages local public transport authorities and transport operators to become frontrunners to introduce low-carbon fleet and technologies; stresses*** that all policies to strengthen the electrification of transport need to accent railways, trams, electrified busses, e-bicycles, need to incorporate the entire lifecycle perspective and need to be based on renewable sources of electricity;

Or. en

Amendment 37
Henna Virkkunen

Draft opinion
Paragraph 5

Draft opinion

5. Stresses that all policies to strengthen the electrification of transport ***need to accent railways, trams, electrified busses, e-bicycles, need*** to incorporate the entire lifecycle perspective and need to be based on renewable sources of ***electricity***;

Amendment

5. Stresses that all policies to strengthen ***sustainable modes of transport, including*** the electrification of transport ***and the use of intelligent transport systems*** to incorporate the entire lifecycle perspective and need to be based on renewable sources of ***energy***;

Or. en

Amendment 38
Kosma Zlotowski

Draft opinion
Paragraph 5

Draft opinion

5. Stresses that all policies to strengthen the electrification of transport need to accent railways, trams, electrified *busses*, e-bicycles, need to incorporate the entire lifecycle perspective and need to be based on *renewable* sources of *electricity*;

Amendment

5. Stresses that all policies to strengthen the electrification of transport need to accent railways, trams, electrified *buses*, e-bicycles, need to incorporate the entire lifecycle perspective and need to be based on *alternative* sources of *energy*;

Or. pl

Amendment 39

Christine Revault D'Allonnes Bonnefoy, Theresa Griffin

**Draft opinion
Paragraph 5**

Draft opinion

5. Stresses that *all* policies to strengthen the electrification of transport need to accent railways, trams, electrified busses, e-bicycles, need to incorporate the entire lifecycle perspective and need to be based on renewable sources of electricity;

Amendment

5. Stresses that *a good energy mix is necessary in the transport sector by promoting alternative vehicles running with natural gas and biogas and* policies to strengthen the electrification of transport need to accent railways, trams, electrified busses, e-bicycles, need to incorporate the entire lifecycle perspective and need to be based on renewable sources of electricity;

Or. en

Amendment 40

Ivo Belet

**Draft opinion
Paragraph 5**

Draft opinion

5. Stresses that *all* policies to strengthen the electrification of transport need to *accent railways, trams, electrified busses, e-bicycles, need to* incorporate the entire lifecycle perspective and need to *be based*

Amendment

5. Stresses that policies to strengthen the electrification of transport need to incorporate the entire lifecycle perspective and need to *aim for fully exploiting the* renewable sources of electricity;

on renewable sources of electricity;

Or. en

Amendment 41

Bas Eickhout

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. Stresses the importance to take action on other harmful emissions in the sensitive atmosphere such as nitrogen oxides, oxides of sulphur, water vapour and carbon particulates emissions; recent studies^{1 a} show that the climate impact of direct CO₂ emissions from aviation is even surpassed by the impact of the above emissions some of which - particularly from triggered condensation trails and cirrus as well as further modify clouds - could be diminished or even entirely avoided by a closer coordination of meteorological services with operational flight rules e.g. on the flight altitude;

^{1 a} DLR study: inclusion of aviation in international climate protection protocols, published 24 April 2015

http://www.dlr.de/dlr/en/desktopdefault.aspx/tabid-10122/333_read-13363/#/gallery/19180

"In 2005, global carbon dioxide emissions from aviation were responsible for around 1.6 percent of global warming; taking into account the other climate effects of air transport, this value was 4.9 percent."

Or. en

Amendment 42
Kosma Złotowski

Draft opinion
Paragraph 6

Draft opinion

6. Emphasises the need for a step-by-step internalisation of climate impact from transport within a comprehensive package of measures for ‘getting prices right’ in this sector and establishing fair competition between the transport modes.

Amendment

6. Emphasises the need for a step-by-step internalisation of climate impact from transport within a comprehensive package of measures for ‘getting prices right’ in this sector and establishing fair competition between the transport modes ***and efficient use of the transport capacity available by promoting the use of transport services that curb pollution, including cabotage services, in all modes of transport;***

Or. pl

Amendment 43
Pavel Telička, Gesine Meissner

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6a. Calls on the Commission to ensure the focus of EU financial instruments especially on those projects in the transport sector which will have a positive environmental impact, while not excluding any mode of transport;

Or. en

Amendment 44
Maria Grapini

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6a. Stresses the need for the uniform application of the Fourth Railway Package in the single market.

Or. ro

Amendment 45
Rolandas Paksas

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6a. Points out that both short- and long-term transport mitigation strategies are essential if deep GHG reduction ambitions are to be achieved.

Or. en

Amendment 46
Christine Revault D'Allonnes Bonnefoy, Theresa Griffin

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6a. Points out that the use of space-based assets should be considered in the implementation of measures to mitigate and adapt to climate change, particularly through the monitoring and surveillance of greenhouse gas emissions. Urges the Commission to actively contribute to a global monitoring system of CO₂ and CH₄. Calls on the Commission to promote efforts towards developing an EU system of measuring GHG emissions in an autonomous and non-dependent manner using and expanding the missions of the Copernicus programme.

Or. en

Amendment 47
Pavel Telička, Gesine Meissner

Draft opinion
Paragraph 6 b (new)

Draft opinion

Amendment

6b. Stresses that the EU needs to play its leadership role responsibly and acknowledges that if its ambition and goals are not shared in other regions of the world, the EU competitiveness could be hampered.

Or. en