



2015/2347(INI)

8.6.2016

AMENDMENTS

1 - 198

Draft report
Tomasz Piotr Poręba
(PE578.757v01-00)

on improving the connection and accessibility of the transport infrastructure in
central and eastern Europe
(2015/2347(INI))

Amendment 1
Notis Marias

Motion for a resolution
Citation 4

Motion for a resolution

– having regard to the Treaty on the Functioning of the European Union, in particular Article 170 thereof,

Amendment

– having regard to the Treaty on the Functioning of the European Union, and in particular Articles 170 **and 106** thereof,

Or. el

Amendment 2
Andor Deli

Motion for a resolution
Citation 8 a (new)

Motion for a resolution

– ***having regard to the "Berlin Process" and the 2014 Conference of Western Balkan States, the 2015 Vienna Summit and the 2016 Paris Conference,***

Or. en

Amendment 3
Marie-Christine Arnautu

Motion for a resolution
Recital A

Motion for a resolution

A. whereas the connectivity and accessibility of transport infrastructure have a major impact on the economic growth, employment and territorial cohesion of the **EU** and **its** regions;

Amendment

A. whereas the connectivity and accessibility of transport infrastructure have a major impact on the economic growth, employment and territorial cohesion of the **Member States** and **their** regions;

Or. fr

Amendment 4
José Blanco López

Motion for a resolution
Recital A

Motion for a resolution

A. whereas the connectivity and accessibility of transport infrastructure have a major impact on the *economic* growth, employment and territorial cohesion of the EU and its regions;

Amendment

A. whereas the connectivity and accessibility of transport infrastructure have a major impact on the growth *and economic competitiveness*, employment and *social and* territorial cohesion of the EU and its regions;

Or. es

Amendment 5
Merja Kyllönen, Kateřina Konečná

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the transport infrastructure in *the* central and eastern parts of the EU has remained underdeveloped compared with that of other European regions, and whereas citizens expect that Member States, with the support of the EU, will work together on its improvement;

Amendment

B. whereas the transport infrastructure in *some regions of* central and eastern parts of the EU has remained underdeveloped compared with that of other European regions, and whereas citizens expect that Member States, with the support of the EU, will work together on its improvement;

Or. en

Amendment 6
Rolandas Paksas

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the transport infrastructure

Amendment

B. whereas the transport infrastructure

in the central and eastern parts of the EU has remained underdeveloped compared with that of other European regions, and whereas citizens expect that Member States, with the support of the EU, will work together on its improvement;

in the central and eastern parts of the EU has remained underdeveloped compared with that of other European regions, and whereas citizens expect that Member States, with the support of the EU, will work together on its improvement;
whereas ESI Funds have been the main source of public transport investments in Central and Eastern Europe; whereas the Connecting Europe Facility constitutes a key funding instrument in developing further the transport infrastructure in the region as part of the TEN-T core network corridors; whereas lack of administrative capacity in national, regional and local administrations can cause low absorption of the EU Funds;

Or. en

Amendment 7
Rolandas Paksas

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas inefficient connections between different forms of transport and the lack of network facilities between basic and general transport mean that there is insufficient interoperability between different forms of transport, while such interoperability would not only reduce prices for passenger and freight transport and improve the flexibility of transport services, but also help to reduce the transport system's negative impact on the ecological and social environment;

Or. It

Amendment 8
Inés Ayala Sender

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. *whereas the poorly developed transport infrastructure in Central and Eastern Europe coexists alongside one of the densest and most highly developed networks in the world, in the centre of Europe;*

Or. es

Amendment 9
Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. *whereas Central and Eastern Europe is an essential part of the European single market with potential to attract investment and contribute to economic growth in the entire EU;*

Or. en

Amendment 10
Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. *whereas ESI Funds have been the main source of public transport investments in Central and Eastern Europe and whereas the Connecting Europe Facility constitutes a key funding instrument in developing further the transport infrastructure in the region as*

part of the TEN-T core network corridors;

Or. en

Amendment 11
Inés Ayala Sender

Motion for a resolution
Recital B b (new)

Motion for a resolution

Amendment

Bb. whereas some regions of Central and Eastern Europe have a significant rail network, which however urgently requires infrastructure modernisation in time to prevent future deterioration that might result in it ceasing to operate;

Or. es

Amendment 12
Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz, Maria Grapini, István Ujhelyi, Inés Ayala Sender, Hugues Bayet

Motion for a resolution
Recital C

Motion for a resolution

Amendment

C. whereas intensifying work on projects such as the Via Carpatia and Rail Baltica would provide an important stimulus for improving the connectivity and accessibility of the transport infrastructure in this part of the EU;

C. whereas intensifying work on projects such as the Via Carpatia and Rail Baltica would provide an important stimulus for improving the connectivity and accessibility of the transport infrastructure in this part of the EU, ***even if, before creating new infrastructures, the EU should massively invest in modernizing and completing current transport infrastructures;***

Or. en

Amendment 13
Georgi Pirinski, Maria Grapini

Motion for a resolution
Recital C

Motion for a resolution

C. whereas intensifying work on projects such as the Via Carpatia and Rail Baltica would provide an important stimulus for improving the connectivity and accessibility of the transport infrastructure in this part of the EU;

Amendment

C. whereas intensifying work on ***developing the Orient/East-Med and the Baltic-Adriatic core network corridors, as well as*** projects such as the Via Carpatia and Rail Baltica would provide an important stimulus for improving the connectivity and accessibility of the transport infrastructure in this part of the EU;

Or. en

Amendment 14
Ivan Jakovčić, Jozo Radoš

Motion for a resolution
Recital C

Motion for a resolution

C. whereas intensifying work on projects such as the Via Carpatia ***and*** Rail Baltica would provide an important stimulus for improving the connectivity and accessibility of the transport infrastructure in this part of the EU;

Amendment

C. whereas intensifying work on projects such as the Via Carpatia, Rail Baltica ***and the Adriatic-Ionian Corridor*** would provide an important stimulus for improving the connectivity and accessibility of the transport infrastructure in this part of the EU;

Or. hr

Amendment 15
Claudia Țapardel, Dan Nica, Maria Grapini

Motion for a resolution
Recital C

Motion for a resolution

C. whereas intensifying work on projects such as the Via Carpatia **and** Rail Baltica would provide an important stimulus for improving the connectivity and accessibility of the transport infrastructure in this part of the EU;

Amendment

C. whereas intensifying work on projects such as the Via Carpatia, Rail Baltica **and TRACECA** would provide an important stimulus for improving the connectivity and accessibility of the transport infrastructure in this part of the EU;

Or. en

Amendment 16

Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský

Motion for a resolution

Recital D

Motion for a resolution

D. whereas well-developed cross-border transport connections are essential for regional competitiveness and for fostering expansion of SMEs in border areas and, with regard to public transport in particular, for supporting the social inclusion of economically vulnerable populations;

Amendment

D. whereas well-developed cross-border transport connections are essential for regional competitiveness and for fostering expansion of SMEs in border areas and, with regard to public transport in particular, for supporting the social inclusion of economically vulnerable populations; ***whereas good transport connections, in particular rail connections, which cross national borders are still lacking in many Central and Eastern European Member States;***

Or. en

Amendment 17

Rolandas Paksas

Motion for a resolution

Recital D

Motion for a resolution

D. whereas well-developed cross-

Amendment

D. whereas well-developed cross-

border transport connections are essential for regional competitiveness and for fostering expansion of SMEs in border areas and, with regard to public transport in particular, for supporting the social inclusion of economically vulnerable populations;

border transport connections are essential for regional competitiveness and for fostering expansion of SMEs in border areas and, with regard to public transport in particular, for supporting the social inclusion of economically vulnerable populations; *whereas good transport connections, in particular rail connections, which cross national borders are still lacking in many Central and Eastern European Member States;*

Or. en

Amendment 18

Remo Sernagiotto, Raffaele Fitto, Massimiliano Salini, Salvatore Domenico Pogliese

Motion for a resolution

Recital D a (new)

Motion for a resolution

Amendment

Da. whereas some geographical areas covered by EUSALP have major social and economic problems because of their marginal position in relation to the Scandinavian-Mediterranean corridor, in the stretch running alongside the Brenner motorway;

Or. it

Amendment 19

Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution

Recital E a (new)

Motion for a resolution

Amendment

Ea. whereas Member States in Central and Eastern Europe, likewise in other part of the EU, have not always maximised their use of EU funding for various reasons, including insufficient

preparation and efficiency;

Or. en

Amendment 20
Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

Ea. whereas all modes of transport without any exceptions must focus more on enhancing competitiveness, intermodality and ecological transition in order to better serve the development of the Single Market;

Or. en

Amendment 21
Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Recital E b (new)

Motion for a resolution

Amendment

Eb. whereas supporting closer communications between neighbouring third countries and central and eastern European EU Member States, including in the area of rail transport and infrastructure, will help improve rail links between the European Union and Asia;

Or. pl

Amendment 22
Rolandas Paksas

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Stresses the need to enhance the connectivity and accessibility of the infrastructure for transport to, from and within the central and eastern parts of the EU, taking into account the needs of the economy and the principles of sustainable development; reiterates the TEN-T objectives of bridging missing links, removing bottlenecks and ensuring seamless connections for long-distance and regional transport, particularly in cross-border regions, for passengers and freight;

Amendment

1. Stresses the need to enhance the connectivity and accessibility of the infrastructure for transport to, from and within the central and eastern parts of the EU, taking into account the needs of the economy and the principles of sustainable development; reiterates the TEN-T objectives of bridging missing links, removing bottlenecks and ensuring seamless connections for long-distance and regional transport, particularly in cross-border regions, for passengers and freight; ***considers that the use of EU funding must reflect the real investment needs for completing the TEN-T core network by 2030 in the region;***

Or. en

Amendment 23

Elżbieta Katarzyna Łukacijewska

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Stresses the need to enhance the connectivity and accessibility of the infrastructure for transport to, from and within the central and eastern parts of the EU, taking into account the needs of the economy and the principles of sustainable development; reiterates the TEN-T objectives of bridging missing links, removing bottlenecks and ensuring seamless connections for long-distance and regional transport, particularly in cross-border regions, for passengers and freight;

Amendment

1. Stresses the need to enhance the connectivity and accessibility of the infrastructure for transport to, from and within the central and eastern parts of the EU, taking into account the needs of the economy and the principles of sustainable development; reiterates the TEN-T objectives of bridging missing links, removing bottlenecks and ensuring seamless connections for long-distance and regional transport, particularly in cross-border regions, for passengers and freight; ***considers that the use of EU funding must reflect the real investment needs;***

Amendment 24
Isabella De Monte

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Stresses the need to enhance the connectivity and accessibility of the infrastructure for transport to, from and within the central and eastern parts of the EU, taking into account the needs of the economy and the principles of sustainable development; reiterates the TEN-T objectives of bridging missing links, removing bottlenecks and ensuring seamless connections for long-distance and regional transport, particularly in cross-border regions, for passengers and freight;

Amendment

1. Stresses the need to enhance the connectivity and accessibility of the infrastructure for transport to, from and within the central and eastern parts of the EU, taking into account the needs of the economy and the principles of sustainable development **and tourism**; reiterates the TEN-T objectives of bridging missing links, removing bottlenecks and ensuring seamless connections for long-distance and regional transport, particularly in cross-border regions, for passengers and freight;

Or. it

Amendment 25
Maria Grapini, José Blanco López, Hugues Bayet, István Ujhelyi, Isabella De Monte, Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz

Motion for a resolution
Paragraph 1 a (new)

Motion for a resolution

1a. Stresses the need to improve connectivity and accessibility of the transport infrastructure so as to develop the tourism industry in the EU;

Or. en

Amendment 26
Remo Sernagiotto, Raffaele Fitto, Massimiliano Salini, Salvatore Domenico Pogliese

Motion for a resolution
Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Stresses the need, as a matter of priority and in order to rebalance European transport competition, to establish a new European corridor that links the Venice port hub directly with north-eastern Europe, by strengthening the current TEN-T;

Or. it

Amendment 27

Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 2

Motion for a resolution

Amendment

2. Underlines the importance of coordinated project planning by Member States *based on* national master plans, realistic assessment of transport needs, cost-benefit analysis and stakeholder consultation;

2. Underlines the importance of coordinated project planning by Member States *taking into account as much as possible* national master plans, *while conducting* realistic assessment of transport needs, cost-benefit analysis and stakeholder consultation;

Or. en

Amendment 28
Olga Sehnalová

Motion for a resolution
Paragraph 2

Motion for a resolution

Amendment

2. Underlines the importance of coordinated project planning *by* Member States based on national *master* plans, realistic assessment of transport needs,

2. Underlines the importance of coordinated project planning *among* Member States based on national *transport* plans, realistic assessment of transport

cost-benefit analysis and stakeholder consultation;

needs, cost-benefit analysis and stakeholder consultation;

Or. cs

Amendment 29
Davor Škrlec

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Underlines the importance of coordinated project planning by Member States based on national master plans, realistic assessment of transport needs, cost-benefit analysis *and* stakeholder *consultation*;

Amendment

2. Underlines the importance of coordinated project planning by Member States based on national master plans, realistic assessment of transport *and public services* needs, *alignment with the EU White Paper on transport, application of EU environmental legislation and the COP 21 agreement*, cost-benefit analysis, *minimization of external costs, guarantee of transparency and consultation of stakeholder as well as NGO's*;

Or. en

Amendment 30
Rolandas Paksas

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Underlines the importance of coordinated project planning by Member States based on national master plans, realistic assessment of transport needs, cost-benefit analysis and stakeholder consultation;

Amendment

2. Underlines the importance of coordinated project planning by Member States based on national master plans, realistic assessment of transport needs, cost-benefit analysis and stakeholder consultation; *emphasizes that capacity-building and technical assistance should be mobilised in order to facilitate the emergence of good projects and support public administrations in the management*

of EU funding;

Or. en

Amendment 31
Georgi Pirinski, Maria Grapini

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Underlines the importance of coordinated project planning by Member States based on national master plans, realistic assessment of transport needs, cost-benefit analysis and stakeholder consultation;

Amendment

2. Underlines the importance of coordinated project planning by Member States based on national master plans, ***coordination with candidate countries***, realistic assessment of transport needs, cost-benefit analysis and stakeholder consultation;

Or. en

Amendment 32
Merja Kyllönen, Kateřina Konečná

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Underlines the importance of coordinated project planning by Member States based on national master plans, realistic assessment of transport needs, cost-benefit analysis and stakeholder consultation;

Amendment

2. Underlines the importance of coordinated project planning by Member States based on national master plans, realistic ***and future-proven*** assessment of transport needs, cost-benefit analysis and stakeholder consultation;

Or. en

Amendment 33
Davor Škrlec

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. *Welcomes that the ex-ante conditionality of drafting master plans for transport has helped the Member States in prioritising their transport investments; considers that the responsible services of the Commission must assess and provide for a follow-up of those master plans in order to ensure that these plans also comply with EU objectives and priorities and not only fulfil the ex-ante conditionality;*

Or. en

Amendment 34
Davor Škrlec

Motion for a resolution
Paragraph 2 b (new)

Motion for a resolution

Amendment

2b. *Is concerned that the master plans on transport in some Central and Eastern European member States lack alignment with the EU's White paper on transport, in particular contribution to the target set for greenhouse gas emission (GHG) reduction of 60 % by 2015; urges the Commission when approving, and MS when planning transport infrastructure to fully ensure that induced GHG emissions are accounted for and put into an overall transport strategy for sustainable transport and mobility and emissions reduction in this sector;*

Or. en

Amendment 35
Marie-Christine Arnautu

Motion for a resolution
Paragraph 3

Motion for a resolution

Amendment

3. *Considers that macro-regional EU strategies, such as those already established for the Baltic, Danube and Adriatic-Ionian regions and a possible future strategy for the Carpathian region, offer an innovative governance framework for tackling transport policy challenges which cannot be solved by Member States alone;* **deleted**

Or. fr

Amendment 36
Marie-Christine Arnautu

Motion for a resolution
Paragraph 3

Motion for a resolution

Amendment

3. Considers that macro-regional EU strategies, such as those already established for the Baltic, Danube and Adriatic-Ionian regions and a possible future strategy for the Carpathian region, offer ***an innovative*** governance framework for tackling transport policy challenges which cannot be solved by Member States alone;

3. Considers that macro-regional EU strategies, such as those already established for the Baltic, Danube and Adriatic-Ionian regions and a possible future strategy for the Carpathian region, offer ***a fuzzy and inappropriate*** governance framework for tackling transport policy challenges which cannot be solved by Member States alone;

Or. fr

Amendment 37
Notis Marias

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Considers that macro-regional EU strategies, such as those already established for the Baltic, Danube and Adriatic-Ionian regions and a possible future strategy for the Carpathian region, offer an innovative governance framework for tackling transport policy challenges ***which cannot be solved by Member States alone***;

Amendment

3. Considers that macro-regional EU strategies, such as those already established for the Baltic, Danube and Adriatic-Ionian regions and a possible future strategy for the Carpathian region, offer an innovative governance framework for tackling transport policy challenges;

Or. el

Amendment 38

Maria Grapini, Hugues Bayet, José Blanco López, István Ujhelyi, Isabella De Monte, Karoline Graswander-Hainz

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Considers that macro-regional EU strategies, such as those already established for the Baltic, Danube and Adriatic-Ionian regions and a possible future strategy for the Carpathian region, offer an innovative governance framework for tackling transport policy challenges which cannot be solved by Member States alone;

Amendment

3. Considers that macro-regional EU strategies, such as those already established for the Baltic, Danube and Adriatic-Ionian regions and a possible future strategy for the Carpathian region, offer an innovative governance framework for tackling transport policy challenges which cannot be solved by Member States alone ***so as to ensure better transport conditions and adequate consumer protection***;

Or. en

Amendment 39

Georgi Pirinski, Maria Grapini

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Considers that macro-regional EU

Amendment

3. Considers that macro-regional EU

strategies, such as those already established for the Baltic, Danube and Adriatic-Ionian regions and a possible future strategy for the Carpathian region, offer an innovative governance framework for tackling transport policy challenges which cannot be solved by Member States alone;

strategies, such as those already established for the Baltic, Danube and Adriatic-Ionian regions and a possible future strategy for the Carpathian region **and the Black Sea region**, offer an innovative governance framework for tackling transport policy challenges which cannot be solved by Member States alone;

Or. en

Amendment 40

Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Welcomes the completion of the initial TEN-T core corridor work plans of 2015; stresses that the implementation of the core network should also stimulate the development of the comprehensive network, in particular for connections that have cross-border relevance and **effect** the consolidation of corridors;

Amendment

4. Welcomes the completion of the initial TEN-T core corridor work plans of 2015; stresses that the implementation of the core network should also stimulate the development of the comprehensive network, in particular for connections that have cross-border relevance and **have an impact on** the consolidation of corridors;

Or. en

Amendment 41

Marie-Christine Arnautu

Motion for a resolution

Paragraph 4

Motion for a resolution

4. **Welcomes** the completion of the initial TEN-T core corridor work plans of 2015; stresses that the implementation of the core network should also stimulate the development of the comprehensive network, in particular for connections that have cross-border relevance and effect the consolidation of corridors;

Amendment

4. **Notes** the completion of the initial TEN-T core corridor work plans of 2015; stresses that the implementation of the core network should also stimulate the development of the comprehensive network, in particular for connections that have cross-border relevance and effect the consolidation of corridors;

Amendment 42
Andor Deli

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Welcomes the completion of the initial TEN-T core corridor work plans of 2015; stresses that the implementation of the core network should also stimulate the development of the comprehensive network, in particular for connections that have cross-border relevance and effect the consolidation of corridors;

Amendment

4. Welcomes the completion of the initial TEN-T core corridor work plans of 2015 ***and the adoption of the new maps further extending the TEN-T network to the countries of the Western Balkans;*** stresses that the implementation of the core network should also stimulate the development of the comprehensive network ***as quickly as possible***, in particular for connections that have cross-border relevance and effect the consolidation of corridors;

Or. en

Amendment 43
Rolandas Paksas

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Welcomes the completion of the initial TEN-T core corridor work plans of 2015; stresses that the implementation of the core network should also stimulate the development of the comprehensive network, in particular for connections that have cross-border relevance and effect the consolidation of corridors;

Amendment

4. Welcomes the completion of the initial TEN-T core corridor work plans of 2015; stresses that the implementation of the core network should also stimulate the development of the comprehensive network, in particular for connections that have cross-border relevance and effect the consolidation of corridors; ***emphasizes the importance of urban nodes and their role in enhancing transport flows, both for passengers and freight;***

Amendment 44

Elżbieta Katarzyna Łukacijewska

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Welcomes the completion of the initial TEN-T core corridor work plans of 2015; stresses that the implementation of the core network should also stimulate the development of the comprehensive network, in particular for connections that have cross-border relevance and effect the consolidation of corridors;

Amendment

4. Welcomes the completion of the initial TEN-T core corridor work plans of 2015; stresses that the implementation of the core network should also stimulate the development of the comprehensive network, in particular for connections that have cross-border relevance and effect the consolidation of corridors; ***stresses the importance of urban nodes and their role in enhancing transport flows, both for passengers and freight;***

Or. en

Amendment 45

Claudia Țapardel, Dan Nica, Maria Grapini, Isabella De Monte, Olga Sehnalová

Motion for a resolution

Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Stresses that the disparities in terms of infrastructure developments and quality between the CEE region and the rest of Europe can only be reduced through a clear, concrete and integrated EU-wide strategy;

Or. en

Amendment 46

Maria Grapini, Hugues Bayet, José Blanco López, István Ujhelyi, Christine Revault

D'Allonnes Bonnefoy

**Motion for a resolution
Paragraph 4 a (new)**

Motion for a resolution

Amendment

4a. Stresses the importance of EFSI in developing transport infrastructure projects of all types; stresses that most infrastructure projects financed by EFSI are found in Western Europe;

Or. en

**Amendment 47
Merja Kyllönen, Kateřina Konečná**

**Motion for a resolution
Paragraph 5**

Motion for a resolution

Amendment

5. Considers the development of transport hubs to be a key element for interlinking long-distance, regional and urban transport, thus promoting intermodality and regional business **development;**

5. Considers the development of transport hubs to be a key element for interlinking long-distance, regional and urban transport, thus promoting intermodality and regional business development, ***bearing also in mind the vast opportunities digitalisation can provide to increase the performance of the whole logistic chain, including making data available for all stakeholders (sharing data) for the development of new services and practices;***

Or. en

**Amendment 48
José Blanco López**

**Motion for a resolution
Paragraph 5**

Motion for a resolution

5. Considers the development of transport hubs to be a key element for interlinking long-distance, regional and urban transport, thus promoting intermodality and regional business development;

Amendment

5. Considers the development of transport hubs to be a key element for interlinking long-distance, regional and urban transport, thus promoting *efficiency*, intermodality and regional business development;

Or. es

Amendment 49

Davor Škrlec

Motion for a resolution

Paragraph 5 a (new)

Motion for a resolution

5a. Underlines that the EuroVelo Cycling network and particularly the route no. 13 (Iron Curtain Trail), combined with railway connections, offer interesting potentials for the tourism SMEs in the Eastern and Central European macro-regions and must therefore be promoted;

Or. en

Amendment 50

Pavel Telička, Martina Dlabajová, Jozo Radoš

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Points out that enhancing the coherence of the economic development of the Member States in the western, central and eastern parts of the EU requires large investments; underlines that the coordination required at European level must take account of the specific

Amendment

6. Points out that enhancing the coherence of the economic development of the Member States in the western, central and eastern parts of the EU requires large investments; underlines that the coordination required at European level must take account of the specific

challenges in the Member States *and the differences in their economies, social security systems and traditions*;

challenges in the Member States;

Or. en

Amendment 51

Davor Škrlec

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Points out that enhancing the coherence of the economic development of the Member States in the western, central and eastern parts of the EU requires large investments; underlines that the coordination required at European level must take account of the specific challenges in the Member States *and the differences in their economies, social security systems and traditions*;

Amendment

6. Points out that enhancing the coherence of the economic development of the Member States in the western, central and eastern parts of the EU requires large investments; underlines that the coordination required at European level must take account of the specific challenges in the Member States *as well as the differences in their economies, the demographic change and emphasizes the potential of green jobs in a better railway sector, in particular if clean technology is applied*;

Or. en

Amendment 52

Claudia Țapardel, Dan Nica, Maria Grapini, Isabella De Monte

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Points out that enhancing the coherence of the economic development of the Member States in the western, central and eastern parts of the EU requires large investments; underlines that the coordination required at European level must take account of the specific

Amendment

6. Points out that enhancing the coherence of the economic development of the Member States in the western, central and eastern parts of the EU requires large investments; underlines *the necessity for better coordination among European and national authorities, especially with*

challenges in the Member States and the differences in their economies, social security systems and traditions;

regard to the realization of the core part of the TEN-T network; reminds, though, that the coordination required at European level must take account of the specific challenges in the Member States and the differences in their economies, social security systems and traditions;

Or. en

Amendment 53

Maria Grapini, Hugues Bayet, José Blanco López, Isabella De Monte, Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Points out that enhancing the coherence of the economic development of the Member States in the western, central and eastern parts of the EU requires large investments; underlines that the coordination required at European level must take account of the specific challenges in the Member States and the differences in their economies, social security systems *and traditions*;

Amendment

6. Points out that enhancing the coherence of the economic development of the Member States in the western, central and eastern parts of the EU requires large investments; underlines that the coordination required at European level must take account of the specific challenges in the Member States and the differences in their economies, social security systems, *traditions and infrastructure quality*;

Or. en

Amendment 54

Inés Ayala Sender

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Regrets the introduction of arbitrary barriers to the free movement of goods by some countries, which means that it is pointless to invest in and improve

infrastructure; takes the view that harmonisation is essential, along with action to reduce socio-economic disparities between Central and Eastern Europe and the remaining regions, in order to gain the maximum benefit from an interconnected transport network;

Or. es

Amendment 55

Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz, Maria Grapini, István Ujhelyi, Miltiadis Kyrkos, Hugues Bayet

Motion for a resolution Paragraph 7

Motion for a resolution

7. Invites the Member States and the Commission to ensure synergies in funding under the Connecting Europe Facility, the European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; *recalls the need to use the means of the European Fund for Strategic Investments in a timely manner to advance such projects in the short term;*

Amendment

7. Invites the Member States and the Commission to ensure synergies in funding under the Connecting Europe Facility, the European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; *deplores the low level of use of the resources from the European Fund for Strategic Investments in cohesion countries;*

Or. en

Amendment 56

Pavel Telička, Martina Dlabajová, Jozo Radoš

Motion for a resolution Paragraph 7

Motion for a resolution

7. Invites the Member States and the Commission to ensure synergies *in* funding under the Connecting Europe Facility, the European Structural and Investment Funds

Amendment

7. Invites the Member States and the Commission to ensure synergies *and mutual complementarity of* funding under the Connecting Europe Facility, the

and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; recalls the *need to use* the means of the European Fund for Strategic Investments in a timely manner to advance *such projects in the short term*;

European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU *to significantly improve their utilisation and diversification*; recalls the *importance of using* the means of the European Fund for Strategic Investments in a timely manner to advance *commercially viable market-based projects*;

Or. en

Amendment 57 **Andor Deli**

Motion for a resolution **Paragraph 7**

Motion for a resolution

7. Invites the Member States and the Commission to ensure synergies in funding under the Connecting Europe Facility, the European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; recalls the need to use the means of the European Fund for Strategic Investments in a timely manner to advance such projects in the short term;

Amendment

7. Invites the Member States and the Commission to ensure synergies in funding under the Connecting Europe Facility, the European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; *highlights the need for exchange and dissemination of experience and knowledge for project preparation and utilization when financed via different instruments (the so called fund blending)*; recalls the need to use the means of the European Fund for Strategic Investments in a timely manner to advance such projects in the short term, *urges the European Commission, the European Investment Bank and the European Investment Advisory Hub to intensify their work with the project promoters in Central and Eastern Europe to ensure that EFSI would be used for infrastructure projects in sustainable transport modes*;

Or. en

Amendment 58
Rolandas Paksas

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Invites the Member States and the Commission to ensure synergies in funding under the Connecting Europe Facility, the European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; recalls the need to use the means of the European Fund for Strategic Investments in a timely manner to advance such projects in the short term;

Amendment

7. Invites the Member States and the Commission to ensure synergies in funding under the Connecting Europe Facility, the European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; recalls the need to use the means of the European Fund for Strategic Investments in a timely manner to advance such projects in the short term; ***urges the European Commission, the European Investment Bank and the European Investment Advisory Hub to intensify work with the project promoters in the Central and Eastern Europe to ensure that the EFSI would be used for transport infrastructure projects;***

Or. en

Amendment 59
Marie-Christine Arnautu

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Invites the Member States and the Commission to ensure synergies in funding under the Connecting Europe Facility, the European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; recalls the need to use the means of the European Fund for Strategic Investments in a timely manner to advance such projects

Amendment

7. Invites the Member States and the Commission to ensure synergies in funding under the Connecting Europe Facility, the European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; recalls the need to use the means of the European Fund for Strategic Investments in a timely manner to advance such projects

in the short term;

in the short term; *calls, to this end, for an independent study to be carried out to evaluate the impact and the real effectiveness of EU funding instruments on the development and modernisation of transport infrastructure in the aforementioned regions;*

Or. fr

Amendment 60
Inés Ayala Sender

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Invites the Member States and the Commission to ensure synergies in funding under the Connecting Europe Facility, the European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; recalls the need to use the means of the European Fund for Strategic Investments in a timely manner to advance such projects in the short term;

Amendment

7. Invites the Member States and the Commission to ensure synergies in funding under the Connecting Europe Facility, the European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; recalls the need to use the means of the European Fund for Strategic Investments in a timely manner to advance such projects in the short term; *urges the Commission to help these states present more and better projects, thus ensuring that more projects can benefit from EFSI funding;*

Or. es

Amendment 61
Georgi Pirinski, Maria Grapini

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Invites the Member States and the Commission to ensure synergies in funding

Amendment

7. Invites the Member States and the Commission to ensure synergies in funding

under the Connecting Europe Facility, the European Structural and Investment Funds and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; recalls the need to use the means of the European Fund for Strategic Investments in a timely manner to advance such projects in the short term;

under the Connecting Europe Facility, the European Structural and Investment Funds, ***the Instrument for Pre-accession Assistance*** and instruments of the EIB and EBRD when implementing transport infrastructure projects in the central and eastern EU; recalls the need to use the means of the European Fund for Strategic Investments in a timely manner to advance such projects in the short term;

Or. en

Amendment 62

Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution

Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Draws attention to the possibilities that hybrid public-private partnership projects offer by linking sources of infrastructure investment funding from EU grants (up to 85% of the total eligible costs), public funding in the shape of the cofinancing that the beneficiary is required to provide, and money from private enterprise; emphasises, at the same time, that EU funds and budgetary resources are a factor in increasing the reliability of investments, as they reduce the risk to the private sector; points out that, at the same time, the private sector benefits from stable, long-term contracts that are not dependent on economic, political and budgetary fluctuations within countries;

Or. pl

Amendment 63

Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz, Maria Grapini, Inés Ayala Sender, Hugues Bayet

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. *Considers that the taking of strategic positions by third countries investors in the transport infrastructures sector in Eastern and Central Europe is a growing but concerning phenomenon, especially since local authorities don't always make full use of available European resources;*

Or. en

Amendment 64

Claudia Țapardel, Dan Nica, Ismail Ertug, Maria Grapini, Olga Sehnalová

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. *Calls on the European Commission to provide Member States in the CEE region with technical assistance, in light of the fact that some of these countries have little experience in working with financial instruments and with involving the private sector in large projects;*

Or. en

Amendment 65
Davor Škrlec

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. *Is concerned about the current*

estimates on Partnership Agreements and Operational Programmes from Central and Eastern European Member States suggesting that 50 % of the ESI Funds will be invested in road infrastructure, which does not contribute to reducing GHG emissions;

Or. en

Amendment 66
Andor Deli

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Calls on the Commission, in connection to the EFSI, to encourage investors to support project platforms focused on the Central-Eastern European transport infrastructure projects;

Or. en

Amendment 67
Claudia Țapardel, Dan Nica, Maria Grapini, Isabella De Monte

Motion for a resolution
Paragraph 7 b (new)

Motion for a resolution

Amendment

7b. Calls on the European Commission and Member States alike to promote the use and benefits of the EFSI programme;

Or. en

Amendment 68
Davor Škrlec

Motion for a resolution
Paragraph 7 b (new)

Motion for a resolution

Amendment

7b. *Calls on the Commission to offer technical assistance and intensive administrative help to national, regional and local administrations in order to achieve better capacity-building as well as more sustainable and higher absorption of the different EU Funds; furthermore asks the Commission, in cooperation with the national, regional and local administrations, to present a regular overall overview of transport projects with corresponding amounts, co-financed through the different EU funds;*

Or. en

Amendment 69

Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution

Paragraph 7 b (new)

Motion for a resolution

Amendment

7b. *Encourages the Member States to make use of public-private partnerships, which are an extremely advantageous way of investing in infrastructure, in particular as regards the implementation of complex infrastructure projects requiring extensive expenditure and generating a low level of return, on the one hand, and a desire to guarantee the effective provision of a high-quality public service, on the other hand;*

Or. pl

Amendment 70

Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský

Motion for a resolution
Paragraph 7 c (new)

Motion for a resolution

Amendment

7c. Emphasises how important cohesion policy funding is for the development of the transport infrastructure in countries in central and eastern Europe, the quality of which still lags far behind that of the transport networks in western Europe, and with that in mind calls for the necessary resources and level of funding to be guaranteed in the next multiannual financial framework;

Or. pl

Amendment 71

Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 8

Motion for a resolution

Amendment

8. Stresses that, **following efforts to build up east-west transport infrastructure corridors, there is a need to boost the development of** north-south transport corridors within the European TEN-T network, which can contribute to the economic development of the participating countries by creating new opportunities for employment in SMEs, trade exchange, science, research and technologies;

8. Stresses that **equal attention should be paid to east-west and** north-south transport corridors within the European TEN-T network, which can contribute to the economic development of the participating countries by creating new opportunities for employment in SMEs, **start-ups**, trade exchange, science, research and technologies;

Or. en

Amendment 72

Maria Grapini, Hugues Bayet, José Blanco López, István Ujhelyi, Karoline Graswander-Hainz

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Stresses that, following efforts to build up east-west transport infrastructure corridors, there is a need to boost the development of north-south transport corridors within the European TEN-T network, which can contribute to the economic development of the participating countries by creating new opportunities for employment in SMEs, trade exchange, science, research and technologies;

Amendment

8. Stresses that, following efforts to build up east-west transport infrastructure corridors, there is a need to boost the development of north-south transport corridors within the European TEN-T network, which can contribute to the economic development of the participating countries by creating new opportunities for employment in SMEs, trade exchange, science, research and technologies ***as well as to enhance driving safety and reduced transport costs***;

Or. en

Amendment 73

Remo Sernagiotto, Raffaele Fitto, Massimiliano Salini, Salvatore Domenico Pogliese

Motion for a resolution

Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Considers it a matter of priority for the socio-economic development of the eastern part of EUSALP to complete the Italian A27 motorway, with an exit in Austria, and to improve the Italian and Austrian road network in this geographical area, by means of appropriate ancillary works;

Or. it

Amendment 74

Claudia Țapardel, Dan Nica, Ismail Ertug, Maria Grapini, Isabella De Monte

Motion for a resolution

Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Underlines the importance of

multimodality and transport innovation, and supports the integration of the inland waterways in the multimodal logistic chain, given that the connection between all transport modes would ensure the economic development of the area, and would also reduce bottlenecks in the transport system;

Or. en

Amendment 75

Claudia Țapardel, Dan Nica, Ismail Ertug, Maria Grapini, Isabella De Monte

Motion for a resolution

Paragraph 8 b (new)

Motion for a resolution

Amendment

8b. Recognises the importance of multimodality for the development of trade and tourism, as well as for environment protection;

Or. en

Amendment 76

Marie-Christine Arnautu

Motion for a resolution

Paragraph 9

Motion for a resolution

Amendment

9. Asks the Commission to further explore the integration of the Western Balkans accession countries into the TEN-T network and the cooperation on transport links with Ukraine and other neighbouring countries;

deleted

Or. fr

Amendment 77

Andor Deli

Motion for a resolution

Paragraph 9

Motion for a resolution

9. *Asks* the Commission to further explore the integration of the Western Balkans accession countries into the TEN-T network and the cooperation on transport links with Ukraine and other neighbouring countries;

Amendment

9. *Calls on* the Commission to further explore the integration of the Western Balkans accession countries into the TEN-T network and the cooperation on transport links with Ukraine and other neighbouring countries, *stresses, the importance to adopt the financial criteria so that accession and candidate countries may benefit from EU financial instruments on a broader scale, especially for cross-border projects; stresses that investments, in particular through the Instrument for Pre-Accession Assistance (IPA) and the Western Balkans Investment Framework and traffic optimisation measures should be coordinated at the regional level to contribute to the extension of the core network in the region;*

Or. en

Amendment 78

Jozo Radoš, Ivan Jakovčić

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Asks the Commission to further explore the integration of the Western Balkans accession countries into the TEN-T network and the cooperation on transport links with Ukraine and other neighbouring countries;

Amendment

9. Asks the Commission to further explore the integration of the Western Balkans accession countries into the TEN-T network and the cooperation on transport links with Ukraine and other neighbouring countries; *welcomes the extension of TEN-T network on Western Balkans countries; calls on Western Balkan countries to continue working on six infrastructure projects and to swiftly*

implement "soft measures" (e.g. simplifying/aligning border crossing procedures, railway reforms, information systems) agreed during the 2015 WB Summit in Vienna; calls on the Commission to inform the European Parliament about the conclusion that will be taken during the WB 2016 Summit in France;

Or. en

Amendment 79
Notis Marias

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Asks the Commission to further explore the integration of *the Western Balkans accession countries* into the TEN-T network *and the cooperation on transport links with Ukraine and other neighbouring countries;*

Amendment

9. Asks the Commission to further explore the integration of *Serbia* into the TEN-T network;

Or. el

Amendment 80
Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Asks the Commission to *further explore* the integration of the Western Balkans accession countries into the TEN-T network and the cooperation on transport links with Ukraine and other neighbouring countries;

Amendment

9. Asks the Commission to *ensure* the integration of the Western Balkans accession countries into the TEN-T network and the cooperation on transport links with Ukraine and other neighbouring countries;

Or. en

Amendment 81

Claudia Țapardel, Dan Nica, Maria Grapini

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Asks the Commission to further explore the integration of the Western Balkans accession countries into the TEN-T network and the cooperation on transport links with Ukraine and other neighbouring countries;

Amendment

9. Asks the Commission to further explore the integration of the Western Balkans accession countries into the TEN-T network and the cooperation on transport links with Ukraine, *Moldova* and other neighbouring countries, *including those which are part of the TRACECA corridor*;

Or. en

Amendment 82

Ivan Jakovčić, Jozo Radoš

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Asks the Commission to further explore the integration of the Western Balkans accession countries into the TEN-T network and the cooperation on transport links with Ukraine and other neighbouring countries;

Amendment

9. Asks the Commission to further explore *and propose* the integration of the Western Balkans accession countries into the TEN-T network and the cooperation on transport links with Ukraine and other neighbouring countries;

Or. hr

Amendment 83

Marie-Christine Arnautu

Motion for a resolution

Paragraph 10

Motion for a resolution

Amendment

10. *Believes that improvements to the transport infrastructure in the central and eastern EU are an important tool in strengthening the stability and security of the Union's eastern border and in the Western Balkans;*

deleted

Or. fr

Amendment 84
Andor Deli

Motion for a resolution
Paragraph 10

Motion for a resolution

Amendment

10. Believes that improvements to the transport infrastructure in the central and eastern EU are an important tool in strengthening the stability and security of the Union's eastern border and in the Western Balkans;

10. Believes that improvements to the transport infrastructure in the central and eastern EU are an important tool in strengthening the stability, *economic development, regional cooperation* and security of the Union's eastern border and in the Western Balkans;

Or. en

Amendment 85
Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 10

Motion for a resolution

Amendment

10. Believes that improvements to the transport infrastructure in the central and eastern EU are an important tool in strengthening the stability and security of the Union's eastern border and in the Western Balkans;

10. Believes that improvements to the transport infrastructure *and connectivity* in the central and eastern EU are an important tool in strengthening the stability and security of the Union's eastern border and in the Western Balkans;

Or. en

Amendment 86
Georgi Pirinski, Maria Grapini

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Believes that improvements to the transport infrastructure in the central and eastern EU are an important tool in strengthening the stability and security of the Union's eastern border and in the Western Balkans;

Amendment

10. Believes that improvements to the transport infrastructure in the central and eastern EU are an important tool in strengthening the stability and security of the Union's eastern border and in the Western Balkans; ***underlines in this regard the importance of the Orient/East-Med corridor;***

Or. en

Amendment 87
Maria Grapini, Hugues Bayet, José Blanco López, Claudia Tapardel, Karoline Graswander-Hainz

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Believes that improvements to the transport infrastructure in the central and eastern EU are an important tool in strengthening the stability and security of the Union's eastern border and in the Western Balkans;

Amendment

10. Believes that improvements to the transport infrastructure in the central and eastern EU are an important tool in strengthening the stability and security of the Union's eastern border and in the Western Balkans ***and to standardize transport conditions in the internal market;***

Or. en

Amendment 88
Marie-Christine Arnautu

Motion for a resolution
Paragraph 11

Motion for a resolution

Amendment

11. Stresses the importance of the Schengen system for an efficient transport system in the EU based on the free movement of goods and persons across open internal borders;

deleted

Or. fr

Amendment 89
Notis Marias

Motion for a resolution
Paragraph 11

Motion for a resolution

Amendment

11. Stresses the importance of the Schengen system for an efficient transport system in the EU based on the free movement of goods and persons across open internal borders;

deleted

Or. el

Amendment 90
Claudia Țapardel, Dan Nica, Maria Grapini, Isabella De Monte

Motion for a resolution
Paragraph 11

Motion for a resolution

Amendment

11. Stresses the importance of the Schengen *system* for an efficient transport system in the EU based on the free movement of goods and persons across open internal borders;

11. Stresses the importance of the Schengen *area* for an efficient transport system in the EU based on the free movement of goods and persons across open internal borders; *reminds that already in June 2011 the European Commission urged all Member States to take the decision on enlarging the*

Schengen area to include Bulgaria and Romania;

Or. en

Amendment 91

Maria Grapini, Hugues Bayet, José Blanco López, Georgi Pirinski, Karoline Graswander-Hainz

Motion for a resolution

Paragraph 11

Motion for a resolution

11. Stresses the importance of the Schengen system for an efficient transport system in the EU based on the free movement of goods and persons across open internal borders;

Amendment

11. Stresses the importance of the Schengen system for an efficient transport system in the EU based on the free movement of goods and persons across open internal borders; *Stresses the importance of including all EU countries in the Schengen area;*

Or. en

Amendment 92

Andor Deli

Motion for a resolution

Paragraph 11

Motion for a resolution

11. Stresses the *importance of* the Schengen system for an efficient transport system in the EU based on the free movement of goods and persons across open internal borders;

Amendment

11. Stresses the *absolute necessity of preserving* the Schengen system for an efficient, *cost-effective* transport system in the EU based on the free movement of goods and persons across open internal borders;

Or. en

Amendment 93

Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 11

Motion for a resolution

11. Stresses the importance of the Schengen system for an efficient transport system in the EU based on the free movement of goods and persons across open internal borders;

Amendment

11. Stresses the importance of the Schengen system for an efficient transport system in the EU based on the free movement of goods, *services* and persons across open internal borders;

Or. en

Amendment 94
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Paragraph 11 a (new)

Motion for a resolution

Amendment

11a. *Maintains that an expanded transport network into which Europe's major transport routes are integrated is an important asset for the tourist industry, helping make regions more appealing to tourists; takes the view that countries in central and eastern Europe have enormous potential for tourist industry development which cannot be fully exploited owing to a lack of appropriate transport infrastructure;*

Or. pl

Amendment 95
Inés Ayala Sender

Motion for a resolution
Paragraph 11 a (new)

Motion for a resolution

Amendment

11a. *Regrets the closing of borders*

between some states in recent months, which is creating difficulties for the principle of free movement of goods, hampering trade, making transport more expensive, slowing down economic growth and jeopardising the physical integrity of transport workers;

Or. es

Amendment 96

Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 11 a (new)

Motion for a resolution

Amendment

11a. Underlines that safety and sustainability of the transport sector are key priorities when developing infrastructures; Calls therefore on the Commission and the Member States to further encourage digitalisation and automation in all modes of transport;

Or. en

Amendment 97

Andor Deli

Motion for a resolution

Paragraph 11 a (new)

Motion for a resolution

Amendment

11a. Points out the favourable environmental and economical aspects of the synergies of interlinking different transport modes with a view of making better use of the inherent advantages of each;

Or. en

Amendment 98
Kosma Zlotowski

Motion for a resolution
Paragraph 11 b (new)

Motion for a resolution

Amendment

11b. Sees enormous potential in international infrastructure projects such as the New Silk Road with regard to helping central and eastern Europe make better use of the potential of the global economy; takes the view that thanks to its favourable geographical location, central and eastern Europe can become an important logistics centre and communications hub between Europe and Asia;

Or. pl

Amendment 99
Kosma Zlotowski

Motion for a resolution
Paragraph 11 c (new)

Motion for a resolution

Amendment

11c. Emphasises that increasing transport accessibility in central and eastern Europe and the investment involved in doing so should provide an impetus for the development of local firms and businesses; points out that tendering procedures and the implementation of projects should be SME-friendly; calls on the Commission to pay more attention to the problem of the major contractors and subcontractors involved in projects engaging in unfair cooperation, the victims of which are very often the lowest-skilled workers;

Or. pl

Amendment 100
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Paragraph 11 d (new)

Motion for a resolution

Amendment

11d. *Maintains that there is a need to take into account the needs of those living in regions that are sparsely populated and difficult to access, such as mountain areas, in the planning of infrastructure solutions in central and eastern Europe; maintains that a lack of access to transport can lead to social exclusion and calls on the Commission to take into account the needs of those who use local transport routes; emphasises that the profitability of transport links cannot be the only criterion for assessing their usefulness;*

Or. pl

Amendment 101
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Paragraph 11 e (new)

Motion for a resolution

Amendment

11e. *Emphasises the importance of developing cycling infrastructure in the countries of central and eastern Europe, which will increase safety, reduce the number of road accident victims, and improve the quality of life and the health of people in the EU;*

Or. pl

Amendment 102
Olga Sehnalová

Motion for a resolution
Subheading 2 a (new)

Motion for a resolution

Amendment

Stresses that the development of combined transport in central and eastern Europe requires improving the characteristics of freight rail corridors and supporting the construction of publicly accessible intermodal terminals;

Or. cs

Amendment 103
Marie-Christine Arnautu

Motion for a resolution
Paragraph 12

Motion for a resolution

Amendment

12. ***Recalls that the development of cross-border roads is essential to facilitate cooperation between populations and enterprises in border regions;*** calls on the Member States to continue modernising roads and to strengthen regional connectivity to the TEN-T network;

12. Calls on the Member States to continue modernising roads and to strengthen regional connectivity to the TEN-T network;

Or. fr

Amendment 104
Rolandas Paksas

Motion for a resolution
Paragraph 12

Motion for a resolution

Amendment

12. Recalls that the development of cross-border roads is essential to facilitate cooperation between populations and

12. Recalls that the development of cross-border roads is essential to facilitate cooperation between populations and

enterprises in border regions; calls on the Member States to continue modernising roads and to strengthen regional connectivity to the TEN-T network;

enterprises in border regions; calls on the Member States to continue modernising roads, *to continue developing missing links* and to strengthen regional connectivity to the TEN-T network, *since joining up with TEN-T is an important basis for the economic growth of regional centres*;

Or. It

Amendment 105

Claudia Țapardel, Dan Nica, Maria Grapini, Isabella De Monte

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Recalls that the development of cross-border roads is essential to facilitate cooperation between populations and enterprises in border regions; calls on the Member States to continue modernising roads and to strengthen regional connectivity to the TEN-T network;

Amendment

12. Recalls that the development of cross-border roads is essential to facilitate cooperation between populations and enterprises in border regions; calls on the Member States to continue modernising roads, *build safe and accessible parking lots* and to strengthen regional connectivity to the TEN-T network;

Or. en

Amendment 106

Isabella De Monte

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Recalls that the development of cross-border roads is essential to facilitate cooperation between populations and enterprises in border regions; calls on the Member States to continue modernising roads and to strengthen regional connectivity to the TEN-T network;

Amendment

12. Recalls that the development of cross-border roads is essential to facilitate cooperation between populations and enterprises in border regions, *in addition to developing tourism*; calls on the Member States to continue modernising roads and to strengthen regional connectivity to the

TEN-T network;

Or. it

Amendment 107
Kosma Zlotowski

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Recalls that the development of cross-border roads is essential to facilitate cooperation between populations and enterprises in border regions; calls on the Member States to continue modernising roads and to strengthen regional connectivity to the TEN-T network;

Amendment

12. Recalls that the development of cross-border roads is essential to facilitate cooperation between populations and enterprises in border regions; calls on the Member States to continue modernising roads and to strengthen regional **and local** connectivity to the TEN-T network;

Or. pl

Amendment 108
Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 13

Motion for a resolution

13. ***Underlines the need to ensure fair road charging systems in the EU; points out that flexibilities should be kept for Member States, owing to their particular characteristics, when establishing such systems;***

Amendment

13. ***Invites the Commission to re-explore the advantages and difficulties of an integrated tolling system in the EU and eventually submit, on the basis of a thorough impact assessment, an appropriate proposal;***

Or. en

Amendment 109
Merja Kyllönen, Kateřina Konečná

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Underlines the need to *ensure* fair road charging systems in the EU; points out that flexibilities should be kept for Member States, owing to their particular characteristics, when establishing such systems;

Amendment

13. Underlines the need to *introduce a* fair road charging systems in the EU; points out that *certain* flexibilities should be kept for Member States, owing to their particular characteristics, when establishing such systems, *but safeguarding the technical interoperability at appropriate level*;

Or. en

Amendment 110
Kosma Zlotowski

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Underlines the need to ensure fair road charging systems in the EU; points out that flexibilities should be kept for Member States, owing to their particular characteristics, when establishing such systems;

Amendment

13. Underlines the need to ensure fair road charging systems in the EU; points out that flexibilities should be kept for Member States, owing to their particular characteristics, when establishing such systems; *maintains that those systems should be designed in cooperation with the business community and commercial road users, and that the latter should not be required to pay any additional or disproportionate charges that would render their business activities less profitable*;

Or. pl

Amendment 111
Davor Škrlec

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Underlines the need to ensure fair road charging systems in the EU; points out that flexibilities should be kept for Member States, owing to their particular characteristics, when establishing such systems;

Amendment

13. Underlines the need to ensure fair road charging systems in the EU, ***based on the externalization of environmental and social costs***; points out that flexibilities should be kept for Member States, owing to their particular characteristics, when establishing such systems; ***stresses nevertheless that EU co-funding of projects must be linked with the efficient application of interoperable road toll systems***;

Or. en

Amendment 112

Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network ***along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be exploited***;

Amendment

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network ***wherever it is underdeveloped, with a particular attention to accessibility of cities***;

Or. en

Amendment 113

Claudia Țapardel, Dan Nica, Olga Sehnalová

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in Greece; ***considers that such efforts should build on the long-standing planning done already under the Via Carpatia project; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be exploited;***

Amendment

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in Greece;

Or. en

Amendment 114

Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be exploited;

Amendment

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project, ***on which representatives of the countries concerned signed a declaration in Warsaw on 3 March 2016 on further cooperation on the development of the corridor and updating the route; takes the view that, with the construction of the Via Carpatia, outlying regions of the EU will have the opportunity of accelerated development and will be able to catch up***

more quickly with more developed areas of the EU; points out that the construction of the route will also stimulate investment and business growth, and improve security for the EU as a whole, in particular in the context of the armed conflict in Ukraine; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be exploited; at the same time, encourages the Member States to set up financing for that project using every possible financial instrument, such as the Connecting Europe Facility and the European Fund for Strategic Investments, and, looking ahead to the next review of the TEN-T guidelines, encourages the Member States to make every possible effort to ensure that the Via Carpatia route is included in its entirety in the TEN-T core network;

Or. pl

Amendment 115
Rolandas Paksas

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be exploited;

Amendment

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project; ***calls for the 'Via Carpatia' project to be incorporated into the TEN-T network in order to ensure appropriate EU funding;*** believes that the possibility of opening the Rhine-Danube corridor to the north of the

EU through the Via Carpatia should be exploited;

Or. It

Amendment 116

Maria Grapini, Hugues Bayet, José Blanco López, István Ujhelyi

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be exploited;

Amendment

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be exploited; ***believes that Via Carpatia should receive a proper budget allocation;***

Or. en

Amendment 117

Roberts Zile

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in

Amendment

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU ***along the Via Baltica and Via Carpatia***, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary,

Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be exploited;

Romania and Bulgaria and ending in Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be exploited;

Or. en

Amendment 118
Davor Škrlec

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be **exploited**;

Amendment

14. Calls on the Commission and the Member States to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting in Estonia, passing through Latvia, Lithuania, Poland, Slovakia, Hungary, Romania and Bulgaria and ending in Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project, **while choosing the best option for respecting Natura 2000 and Habitat legislation**; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be **assessed**;

Or. en

Amendment 119
Pavel Telička, Martina Dlabajová, Jozo Radoš

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. *Considers that efforts should build on the long-standing planning done already under the Via Carpatia project; believes that the possibility of opening the Rhine-Danube corridor to the north of the EU through the Via Carpatia should be exploited;*

Or. en

Amendment 120

Ivan Jakovčić, Jozo Radoš

Motion for a resolution

Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. *Calls on the Commission to complete the construction of the Adriatic-Ionian motorway in cooperation with the Member States of Slovenia, Croatia and Greece, and the western Balkan countries of Bosnia and Herzegovina, Montenegro and Albania;*

Or. hr

Amendment 121

Davor Škrlec

Motion for a resolution

Paragraph 15

Motion for a resolution

Amendment

15. Reiterates that the quality of road infrastructure has a direct impact on road safety; is concerned that road fatalities remain relatively high in many central and eastern Member States; underlines that measures to improve road safety should be further promoted at Member State and EU

15. Reiterates that ***a modal shift towards safer modes and*** the quality of road infrastructure has a direct impact on road safety; is concerned that road fatalities ***and serious injuries*** remain relatively high in many central and eastern Member States; underlines that measures to improve

level;

road safety should be further promoted at Member State, *regional* and EU level;

Or. en

Amendment 122

Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Reiterates that the quality of road infrastructure has a direct impact on road safety; is concerned that road fatalities remain relatively high in many central and eastern Member States; underlines that measures to improve road safety should be further promoted at Member State and EU level;

Amendment

15. Reiterates that the quality of road infrastructure has a direct impact on road safety; is concerned that road fatalities remain relatively high in many central and eastern Member States; underlines that measures to improve road safety should be further promoted at Member State and EU level; ***calls for infrastructure investment projects to include transport solutions that reduce the risk of death or serious injury in road accidents, and for account to be taken of the needs of pedestrians living near routes with high volumes of traffic;***

Or. pl

Amendment 123

Maria Grapini, Hugues Bayet, José Blanco López, Georgi Pirinski, Karoline Graswander-Hainz

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Reiterates that the quality of road infrastructure has a direct impact on road safety; is concerned that road fatalities remain relatively high in many central and eastern Member States; underlines that measures to improve road safety should be further promoted at Member State and EU

Amendment

15. Reiterates that the quality of road infrastructure has a direct impact on road safety; is concerned that road fatalities remain relatively high in many central and eastern Member States; underlines that measures to improve road safety should be further promoted at Member State and EU

level;

level; *Considers that appropriate funding should be provided for infrastructure rehabilitation projects in Central and Eastern European Member States;*

Or. en

Amendment 124
Olga Sehnalová

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Reiterates that the quality of road infrastructure has a direct impact on road safety; is concerned that road fatalities remain *relatively* high in many central and eastern Member States; underlines that measures to improve road safety should be further promoted at Member State and EU level;

Amendment

15. Reiterates that the quality of road infrastructure has a direct impact on road safety; *feels, therefore, that traffic safety should also be assessed when constructing road infrastructure*; is concerned that road fatalities remain high in many central and eastern Member States; underlines that measures to improve road safety should be further promoted at Member State and EU level;

Or. cs

Amendment 125
Merja Kyllönen, Kateřina Konečná

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Reiterates that the quality of road infrastructure has a direct impact on road safety; is concerned that road fatalities remain relatively high in many central and eastern Member States; underlines that measures to improve road safety should be further promoted at Member State and EU level;

Amendment

15. Reiterates that the quality of road infrastructure has a direct impact on road safety; is concerned that road fatalities *and serious injuries* remain relatively high in many central and eastern Member States; underlines that measures to improve road safety should be further promoted at Member State and EU level;

Amendment 126
Kosma Zlotowski

Motion for a resolution
Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. Emphasises that the construction and modernisation of road infrastructure in central and eastern Europe should take account of the needs of cyclists, and of the need to improve the integration of the EuroVelo European cycle routes, in particular the Iron Curtain Trail, the East Europe Route and the Atlantic – Black Sea Route;

Or. pl

Amendment 127
Davor Škrlec

Motion for a resolution
Paragraph 16

Motion for a resolution

Amendment

16. Stresses the **importance** of further developing rail transport for coherent, sustainable growth and cohesion in the central and eastern parts of the EU; expects such efforts to have positive impacts on industrial development, freight logistics **and** passenger mobility; calls on the Member States to eliminate cross-border and national bottlenecks and to expand operational capacities;

16. Stresses the **first priority** of further developing rail transport for coherent, sustainable growth and cohesion in the central and eastern parts of the EU; **underlines that railways shall play an important role in reducing the climate impact, air pollution as well as accidents and** expects such efforts to have positive impacts on industrial development, freight logistics, **quality of public services and reliable** passenger mobility; calls on the Member States to eliminate cross-border and national bottlenecks and to expand operational capacities;

Amendment 128
Olga Sehnalová

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Stresses the importance of **further developing rail transport** for coherent, sustainable growth and cohesion in the central and eastern parts of the EU; expects such efforts to have positive impacts on industrial development, freight logistics and passenger mobility; calls on the Member States to eliminate cross-border and national bottlenecks and to expand operational capacities;

Amendment

16. Stresses the importance of **constructing and modernising railway lines** for coherent, sustainable growth **of rail transport** and cohesion in the central and eastern parts of the EU; expects such efforts to have positive impacts on industrial development, freight logistics and passenger mobility; calls on the Member States to eliminate cross-border and national bottlenecks and to expand operational capacities;

Or. cs

Amendment 129
Andor Deli

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Stresses the importance of further developing rail transport for coherent, sustainable growth and cohesion in the central and eastern parts of the EU; expects such efforts to have positive impacts on industrial development, freight logistics and passenger mobility; calls on the Member States to eliminate cross-border and national bottlenecks and to expand operational capacities;

Amendment

16. Stresses the importance of further developing rail transport for coherent, sustainable growth and cohesion in the central and eastern parts of the EU; expects such efforts to have positive impacts on industrial development, freight logistics and passenger mobility; calls on the Member States to eliminate cross-border and national bottlenecks and to expand operational capacities **with the aim of reaching the 2030 and 2050 modal shift targets laid down in the 2011 Transport White Paper**;

Amendment 130
Isabella De Monte

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Stresses the importance of further developing rail transport for coherent, sustainable growth and cohesion in the central and eastern parts of the EU; expects such efforts to have positive impacts on industrial development, freight logistics **and** passenger mobility; calls on the Member States to eliminate cross-border and national bottlenecks and to expand operational capacities;

Amendment

16. Stresses the importance of further developing rail transport for coherent, sustainable growth and cohesion in the central and eastern parts of the EU; expects such efforts to have positive impacts on industrial development, freight logistics, passenger mobility **and, accordingly, on tourism**; calls on the Member States to eliminate cross-border and national bottlenecks and to expand operational capacities;

Or. it

Amendment 131
Claudia Schmidt

Motion for a resolution
Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Suggests to scrutinize the railway network, by means of the planning methodology for the TEN-T comprehensive and core network, to identify possible further missing links, in particular across borders, both between EU Member States and between them and neighbouring non-members; Encourages Member States for a tight and constructive cooperation to close such gaps, to improve territorial integration and cohesion; asks the Commission for effective financial support of all

corresponding efforts;

Or. en

Amendment 132

Davor Škrlec

Motion for a resolution

Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Encourages the Commissions and the Member States to re-establish those missing links ^(1a) that are identified as regional abandoned or dismantled cross-border rail connections;

^{1a} also see <http://www.rail-missing-links.eu>

Or. en

Amendment 133

Jozo Radoš, Ivan Jakovčić

Motion for a resolution

Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Notes a lack of road-rail connections to and from the ports; highlights that the most of the airports in Eastern Europe are located in the proximity of rail infrastructure and that integration is still technically possible; calls on the Commission to fully support further integration of multimodal transport connections (road-railway-airport) in Central and Eastern Europe;

Or. en

Amendment 134
Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution
Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Calls on the Member States to adopt clear, long-term rail transport development strategies and to remove barriers to rail projects implemented using EU funding;

Or. pl

Amendment 135
Davor Škrlec

Motion for a resolution
Paragraph 16 b (new)

Motion for a resolution

Amendment

16b. Underlines the need to reinforce investment in improving the quality of the railways in order to make them more accessible and attractive in both fields of passenger and freight transport and increase their share in the modal split, corresponding to goal no. 3 on modal shift as formulated in the EU White Paper on Transport;

Or. en

Amendment 136
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Paragraph 16 b (new)

Motion for a resolution

Amendment

16b. Calls on the Commission to

continue supporting investment in rolling stock in central and eastern European countries, as this will make it possible to restore the potential of rail within those countries' public transport systems;

Or. pl

Amendment 137

Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections;

Amendment

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections ***and to remove existing bottlenecks; reiterates its support for the deployment of the European Rail Traffic Management System (ERTMS) on all TEN-T core network corridors crossing the region as a priority;***

Or. en

Amendment 138

Davor Škrlec

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections;

Amendment

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections, ***put focus on maintenance of existing infrastructure and take consequent***

*measures on the deployment of ERTMS
as well as rail freight noise reduction;*

Or. en

Amendment 139

Olga Sehnalová

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Criticises the underinvestment in cross-border railway lines **and the low level of** passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections;

Amendment

17. Criticises the **lack of mature projects and** underinvestment in cross-border railway lines, **which consequently lead to low traffic levels for** passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections;

Or. cs

Amendment 140

Notis Marias

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; **calls on the Member States** to (re-)establish missing connections;

Amendment

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; **supports the efforts of the Member States to seek adequate financing from European funds** to (re-)establish missing connections;

Or. el

Amendment 141

Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections;

Amendment

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections **and accelerate the deployment of ERTMS on the TEN-T core network corridors**;

Or. en

Amendment 142
Rolandas Paksas

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections;

Amendment

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections **and to remove existing bottlenecks**;

Or. en

Amendment 143
Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections;

Amendment

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections **and to**

remove existing bottlenecks;

Or. en

Amendment 144

Elżbieta Katarzyna Łukacijewska

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections;

Amendment

17. Criticises the underinvestment in cross-border railway lines and the low level of passenger rail services in many border areas; calls on the Member States to (re-)establish missing connections; ***takes the view that there should also be investment in improving the quality of rail in the area of freight transport;***

Or. pl

Amendment 145

Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz, Maria Grapini, István Ujhelyi, Inés Ayala Sender, Miltiadis Kyrkos, Olga Sehnalová, Hugues Bayet

Motion for a resolution

Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Regrets that travel times between the main cities in Eastern and Central Europe are still inordinately long, which undermines railway competitiveness;

Or. en

Amendment 146

Claudia Schmidt

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *Highlights that the sustainable development of a European rail-transport infrastructure mustn't end after the mere erection of the network but has to encompass maintenance measures to be cost-efficient in the long-run. Owing to the importance of maintenance activities a significant part of financial means should be dedicated to these measures;*

Or. en

Amendment 147

Maria Grapini, Hugues Bayet, José Blanco López, Karoline Graswander-Hainz

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *Calls on the Commission to rethink the EFSI investment criteria, taking into account the need for rehabilitation of railway infrastructure in some member states;*

Or. en

Amendment 148
Roberts Zile

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *Underlines common gain of "Rail Baltica" as one of priority project of the North Sea-Baltic Corridor and its significant strategic importance for all the Member State involved as well as for the*

region starting from Finland (with the possible "Bothnian extension"), continuing to Estonia, Latvia, Lithuania, Poland and going further to Germany, Netherlands and Southern Europe;

Or. en

Amendment 149
Roberts Zile

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Welcomes the progress made in the construction of the Rail Baltica rail link; *expects this project to be an example of good practice in cooperation for other Member States;*

Amendment

18. Welcomes the progress made in the construction *and preparations* of the Rail Baltica rail link *and emphasises that good co-operation of the interested and involved countries - Finland, Estonia, Latvia and Lithuania and Poland - is crucial for moving forward with the "Rail Baltica" project without any further delays and fall-backs, and avoiding any risk of failing to commit allocated financial resources for this project;* *Stresses that if the European Commission's rules are not respected, the EU co-funding of app 85% will be lost and future conditions of the funding in future will never be as favourable as they are now;*

Or. en

Amendment 150
Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Welcomes the progress made in the

Amendment

18. Welcomes the progress made in the

construction of the Rail Baltica rail link; expects this project to be an example of good practice in cooperation for other Member States;

construction of the Rail Baltica rail link; expects this project to be an example of good practice in cooperation for other Member States; ***stresses that the entire Rail Baltica project is of significant strategic importance for all the Member States involved as well as for the region starting from Finland (with the possible "Bothnian extension"), continuing to Estonia, Latvia, Lithuania, Poland and going further to Germany, Netherlands and Southern Europe; therefore calls on the national authorities of the Baltic States to do their utmost to ensure that the project is irreversibly moving forward as, if the European Commission's rules, timetable and expectations are not respected, the EU co-funding of app 85% will be lost since it becomes available to all the other Cohesion Member States for their CEF transport infrastructure projects;***

Or. en

Amendment 151
Rolandas Paksas

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Welcomes the progress made in the construction of the Rail Baltica rail link; expects this project to be an example of good practice in cooperation for other Member States;

Amendment

18. Welcomes the progress made in the construction of the Rail Baltica rail link; expects this project to be an example of good practice in cooperation for other Member States; ***urges concerned Member States to speed up the work on the project in order to ensure the EU co-funding for this priority project;***

Or. en

Amendment 152
Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Calls on the Governments to recognise and to strengthen the role of the RB Rail Joint Venture as the most optimal body, in accordance with the shareholders' agreement and the CEF Grant Agreement, for management of a cross-national project of as significant a scale as "Rail Baltica"; stresses that joint and efficient co-ordination is essential to avoid technological barriers for interoperability of rail systems and with this regard the Joint Venture is the most efficient way to submit joint applications for EU funding, proceed with both joint as well as national public procurements, co-ordinate the project's works, and to demonstrate that involved Member States are able to co-operate; moreover, efficient project management and its realization will reveals true European added value to the EU citizens and tax payers;

Or. en

Amendment 153
Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Welcomes joint international initiatives taken by the Member States in the region with a view to developing and modernising rail infrastructure, such as the creation of the new rail freight corridor, No 11, linking commercial and industrial centres in Poland, Slovakia,

Hungary and Slovenia by means of joint action in the allocation of traffic capacity for international freight trains; points out that such projects promote rail as a means of international freight transport, boost the competitiveness of rail transport and ensure that better use is made of existing international freight traffic capacity;

Or. pl

Amendment 154
Roberts Zile

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Urges involved countries to recognise and to strengthen the role of the RB Rail Joint Venture as the most optimal body for management of a cross-national project of such scale: to submit joint applications for EU funding, proceed with both joint as well as national public procurements, co-ordinate the project's works, and, finally - to demonstrate that involved Member States are able to co-operate;

Or. en

Amendment 155
Maria Grapini, Hugues Bayet, José Blanco López, Georgi Pirinski, Karoline Graswander-Hainz

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Notes that there are many sources of funding available for the railway sector from various EU programs. Believes that

the uptake and effective use of these funding sources are essential due to the fact that financial constraints put severe restrictions on the amount of public money that national governments are able to invest in railways;

Or. en

Amendment 156
Olga Sehnalová

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Draws attention to the supplements that are commonly used in central and eastern Europe in cross-border regional passenger rail transport, which are often imposed by rail companies as a part of international rail fares, resulting in a decrease in the attractiveness of using cross-border rail links;

Or. cs

Amendment 157
Pavel Telička, Martina Dlabajová, Jozo Radoš, Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Calls on the Commission and the Member States to encourage cross-border projects of high speed railway connections throughout the TEN-T corridors;

Or. en

Amendment 158

Andor Deli

Motion for a resolution

Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Believes, that the full and swift implementation of the ERTMS system must be an absolute EU priority in order to create a fully interoperable, functioning, efficient and attractive European Railway Area capable of competing with other modes of transport;

Or. en

Amendment 159

Claudia Țapardel, Dan Nica, Maria Grapini, Isabella De Monte

Motion for a resolution

Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Underlines the importance of the Fourth railway Package and encourages Member States to implement its requirements, so as to improve the coordination, management and safety of the rail transport system;

Or. en

Amendment 160

Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution

Paragraph 18 b (new)

Motion for a resolution

Amendment

18b. Emphasises the need to support joint projects and investment with non-EU

countries, paving the way for the complementary exploitation of the potential of rail transport corridors that have been modernised using EU funding, for example, in links between the EU and countries in Asia;

Or. pl

Amendment 161
Andor Deli

Motion for a resolution
Paragraph 18 b (new)

Motion for a resolution

Amendment

18b. In view of the stagnating share of rail in the European freight and passenger transport markets underlines the importance of the Shift2Rail initiative, especially in the field of freight transport, in order to increase competitiveness and efficiency;

Or. en

Amendment 162
Olga Sehnalová

Motion for a resolution
Paragraph 18 b (new)

Motion for a resolution

Amendment

18b. Stresses the need to ensure the interconnection of the countries of central and eastern Europe with the high-speed rail network in western Europe in order to increase the competitiveness of the rail transport sector and support economic growth in that region;

Or. cs

Amendment 163
Rolandas Paksas

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Highlights the importance of inland waterway transport as a cost-effective and sustainable means for multimodal transport and for logistics across the EU;

Amendment

19. Highlights the importance of inland waterway transport as a cost-effective and sustainable means for multimodal transport and for logistics across the EU; ***feels it necessary therefore to modernise inland waterway transport infrastructure for carrying passengers or goods, and to improve interoperability with other forms of transport;***

Or. It

Amendment 164
Claudia Țapardel, Dan Nica, Maria Grapini, Olga Sehnalová

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Highlights the importance of inland waterway transport as a cost-effective and sustainable means for multimodal transport and for logistics across the EU;

Amendment

19. Highlights the importance of inland waterway transport as a cost-effective and sustainable means for multimodal transport and for logistics across the EU; ***reminds also the necessity for Member States to maintain the operability of the inland waterways which are under their responsibility;***

Or. en

Amendment 165
Claudia Țapardel, Dan Nica, Ismail Ertug, Maria Grapini

Motion for a resolution
Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. *Welcomes the creation of the NAIADES programme as well its continuation with NAIADES II up to 2020, and underlines the importance of having a European strategy and an Action Plan for inland waterways;*

Or. en

Amendment 166
Davor Škrlec

Motion for a resolution
Paragraph 20

Motion for a resolution

20. Believes that exploiting multimodality in inland waterway ports is crucial for their economic potential; underlines the role of adequate last-mile access and rail connections with transport hubs in port catchment areas for attracting users;

Amendment

20. Believes that exploiting multimodality in inland waterway ports is crucial for their economic potential; underlines the role of adequate last-mile access and rail connections with ***interconnecting rail infrastructure at inland waterway terminals as well as*** transport hubs in port catchment areas for attracting users;

Or. en

Amendment 167
Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; invites the riparian states to ensure the continuous navigability of the river and to implement their master

Amendment

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; invites the riparian states to ensure the continuous navigability of the river and to implement their master

plan for fairway rehabilitation and maintenance endorsed in 2014;

plan for fairway rehabilitation and maintenance endorsed in 2014; *in this context emphasises that links between the Oder, the Elbe and the Danube could boost the transport and communication capacities of the entire region on the North-South axis;*

Or. pl

Amendment 168
Davor Škrlec

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; invites the riparian states to ensure the continuous navigability of the river and to implement their master plan for fairway rehabilitation and maintenance endorsed in 2014;

Amendment

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; invites the riparian states to ensure the continuous navigability of the river and to implement their master plan for fairway rehabilitation and maintenance endorsed in 2014, *while taking special care in preserving natural habitats, environment, biodiversity and water and thereby conserving and promoting sustainable agriculture, fishing and tourism SMEs;*

Or. en

Amendment 169
Jozo Radoš, Ivan Jakovčić

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; invites the riparian states to ensure the continuous navigability

Amendment

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; *notes that navigability of the Danube River is*

of the river and to implement their master plan for fairway rehabilitation and maintenance endorsed in 2014;

regulated by the obsolete Danube Convention (1946) which limits the optimal use of fleet and navigation rights; invites the riparian states to ensure the continuous navigability of the river and to implement their master plan for fairway rehabilitation and maintenance endorsed in 2014;

Or. en

Amendment 170
Claudia Schmidt

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; invites the riparian states to ensure the continuous navigability of the river and to implement their master plan for fairway rehabilitation and maintenance endorsed in 2014;

Amendment

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; ***notes that the region's potential for inland waterway transport ought to be further utilised and therefore,*** invites the riparian states to ensure the continuous navigability of the river and to implement their master plan for fairway rehabilitation and maintenance endorsed in 2014;

Or. en

Amendment 171
Andor Deli

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; invites the riparian states to ensure the continuous navigability of the river and to implement their master

Amendment

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; invites the riparian states to ensure the continuous navigability of the river and to implement their master

plan for fairway rehabilitation and maintenance endorsed in 2014;

plan for fairway rehabilitation and maintenance endorsed in 2014, *while in the meantime taking into account the environmental aspects*;

Or. en

Amendment 172

Maria Grapini, Hugues Bayet, José Blanco López, István Ujhelyi, Isabella De Monte, Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz

Motion for a resolution

Paragraph 21

Motion for a resolution

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; invites the riparian states to ensure the continuous navigability of the river and to implement their master plan for fairway rehabilitation and maintenance endorsed in 2014;

Amendment

21. Underscores the role of the Danube River as the key transport waterway in the Danube macro-region; invites the riparian states to ensure the continuous navigability of the river and to implement their master plan for fairway rehabilitation and maintenance endorsed in 2014, *this leads to the creation of more jobs and development of SME's*;

Or. en

Amendment 173

Pavel Telička, Martina Dlabajová, Jozo Radoš, Gesine Meissner

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Encourages the Member States to increase their efforts *to restore and maintain* class IV navigability of other inland waterway infrastructures, in particular river sections in the TEN-T core network;

Amendment

22. Encourages the Member States to increase their efforts *upgrade and achieve* class IV navigability of other inland waterway infrastructures, in particular river sections in the TEN-T core network; *Stresses that an important upgrading of the Elbe River is needed to allow full navigability, which is essential for the Orient/East-Med corridor*;

Amendment 174

Olga Sehnalová

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Encourages the Member States to increase their efforts to *restore* and maintain class IV navigability of other inland waterway infrastructures, in particular river sections in the TEN-T core network;

Amendment

22. Encourages the Member States to increase their efforts to *improve* and maintain class IV navigability of other inland waterway infrastructures, in particular river sections in the TEN-T core network;

Or. cs

Amendment 175

Kosma Zlotowski

Motion for a resolution

Paragraph 22 a (new)

Motion for a resolution

Amendment

22a. Highlights the special importance of international waterways E40 and E70 as regards improving the integration of central and eastern European countries into European inland transport routes; emphasises that the establishment of good multimodal connections between those waterways and the Baltic – Adriatic core TEN-T corridor would be a significant boost to the investment potential of eastern regions in the EU;

Or. pl

Amendment 176

Merja Kyllönen, Kateřina Konečná

Motion for a resolution
Paragraph 23

Motion for a resolution

23. Underlines the potential for further developing attractive shipping to ports in the Baltic and Black Seas in the context of the ‘Motorways of the Sea’ concept; highlights the importance of expanding capacities *in the energy sector* and of ensuring efficient railway connections to port hinterlands;

Amendment

23. Underlines the potential for further developing attractive shipping to ports in the Baltic and Black Seas in the context of the ‘Motorways of the Sea’ concept; highlights the importance of expanding capacities *of sustainable fuels for shipping* and of ensuring efficient railway connections to port hinterlands;

Or. en

Amendment 177
Ivan Jakovčić, Jozo Radoš

Motion for a resolution
Paragraph 23

Motion for a resolution

23. Underlines the potential for further developing attractive shipping to ports in the Baltic *and* Black Seas in the context of the ‘Motorways of the Sea’ concept; highlights the importance of expanding capacities in the energy sector and of ensuring efficient railway connections to port hinterlands;

Amendment

23. Underlines the potential for further developing attractive shipping to ports in the Baltic, Black *and Adriatic* Seas in the context of the ‘Motorways of the Sea’ concept; highlights the importance of expanding capacities in the energy sector and of ensuring efficient railway connections to port hinterlands;

Or. hr

Amendment 178
Christine Revault D'Allonnes Bonnefoy, Miltiadis Kyrkos, Karoline Graswander-Hainz, Maria Grapini, István Ujhelyi, Inés Ayala Sender, Hugues Bayet

Motion for a resolution
Paragraph 23

Motion for a resolution

23. Underlines the potential for further developing attractive shipping to ports in

Amendment

23. Underlines the potential for further developing attractive shipping to ports in

the Baltic and Black Seas in the context of the ‘Motorways of the Sea’ concept; highlights the importance of expanding capacities in the energy sector and of ensuring efficient railway connections to port hinterlands;

the Baltic, *Adriatic* and Black Seas in the context of the ‘Motorways of the Sea’ concept; highlights the importance of expanding capacities in the energy sector and of ensuring efficient railway connections to port hinterlands;

Or. en

Amendment 179

Notis Marias

Motion for a resolution

Paragraph 24

Motion for a resolution

24. Points out that port development in the Baltic and Black Seas must not be impeded by other undersea infrastructure; ***is concerned that pursuits on projects such as the North Stream may undermine and block investment in the region;*** insists that any undersea pipelines must respect draught requirements at port entrances;

Amendment

24. Points out that port development in the Baltic and Black Seas must not be impeded by other undersea infrastructure; insists that any undersea pipelines must respect draught requirements at port entrances;

Or. el

Amendment 180

Andor Deli

Motion for a resolution

Paragraph 24

Motion for a resolution

24. Points out that port development in the Baltic and Black Seas must not be impeded by other undersea infrastructure; is concerned that pursuits on projects such as the North Stream may undermine and block investment in the region; insists that any undersea pipelines must respect draught requirements at port entrances;

Amendment

24. Points out that ***sustainable*** port development in the Baltic and Black Seas must not be impeded by other undersea infrastructure; is concerned that pursuits on projects such as the North Stream may undermine and block investment in the region; insists that any undersea pipelines must respect draught requirements at port entrances;

Amendment 181

Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz, Maria Grapini, Inés Ayala Sender, István Ujhelyi, Miltiadis Kyrkos, Hugues Bayet

Motion for a resolution

Paragraph 24

Motion for a resolution

24. Points out that port development in the Baltic and Black Seas must not be impeded by other undersea infrastructure; is concerned that pursuits on projects such as the North Stream may undermine and block investment in the region; insists that any undersea pipelines must respect draught requirements at port entrances;

Amendment

24. Points out that port development in the Baltic, ***Adriatic*** and Black Seas must not be impeded by other undersea infrastructure; is concerned that pursuits on projects such as the North Stream may undermine and block investment in the region; insists that any undersea pipelines must respect draught requirements at port entrances;

Or. en

Amendment 182

Notis Marias

Motion for a resolution

Paragraph 25

Motion for a resolution

25. Considers that maritime ports and airports best serve the economic development of the central and eastern EU if they are hubs in an integrated multimodal transport system;

Amendment

25. Considers that maritime ports and airports best serve the economic development of the central and eastern EU if they are hubs in an integrated multimodal transport system; ***expresses deep concern about the privatisation of these infrastructure and the loss of their public status;***

Or. el

Amendment 183

Davor Škrlec

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Considers that maritime ports and airports best serve the economic development of the central and eastern EU if they are hubs in an integrated multimodal transport system;

Amendment

25. Considers that maritime ports and airports best serve the economic development of the central and eastern EU if they are hubs in an integrated multimodal transport system, ***interconnected with performant rail infrastructure***;

Or. en

Amendment 184
Claudia Tapardel

Motion for a resolution
Paragraph 25 – point 1 (new)

Motion for a resolution

Amendment

(1) proposes the development of a network of airports at regional level, so as to ensure a better connectivity within and also between Member States;

Or. en

Amendment 185
Kosma Zlotowski

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. Notes the enormous potential that small and medium-sized airports have in terms of transport accessibility in central and eastern Europe, especially for business travellers and tourists; reiterates that in recent years many regional

airports have been built and modernised in central and eastern Europe, but that their potential is not being sufficiently exploited owing to a lack of decent links between those airports and the major transport routes; highlights the need for these airports to be used more effectively via the building of new road and rail links;

Or. pl

Amendment 186

Jozo Radoš, Ivan Jakovčić

Motion for a resolution

Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. *Highlights that the northern Adriatic ports must strengthen their cooperation, through regional coordination for a common promotion of traffic flows for the maritime trade in the North Adriatic and to fully integrate the Italian ports with those of Slovenia (Koper) and Croatia (Rijeka); in this regard calls on the Commission to include the port of Rijeka in the Baltic-Adriatic corridor to enable full transport connection of northern sea ports towards the Central Europe and Baltic Sea;*

Or. en

Amendment 187

Davor Škrlec

Motion for a resolution

Paragraph 26

Motion for a resolution

Amendment

26. Recognises the diverse roles of regional and local *airports* in the

26. Recognises the diverse roles of *accessible* regional and local *intermodal*

development of regions in the central and eastern EU and in facilitating trade, inclusive mobility and tourism access; maintains that for any new facilities, traffic demand and potential must be duly assessed and use of EU funds strictly limited to economically viable projects;

infrastructure in the development of regions in the central and eastern EU and in facilitating trade, inclusive mobility and tourism *barrier-free* access *for persons with a handicap as well as PRMs*; maintains that for any new facilities, traffic demand and potential *as well as the impact on the environment* must be duly assessed and use of EU funds strictly limited to economically, *environmentally and social* viable projects;

Or. en

Amendment 188

Andor Deli

Motion for a resolution

Paragraph 26

Motion for a resolution

26. Recognises the diverse roles of regional and local airports in the development of regions in the central and eastern EU and in facilitating trade, inclusive mobility and tourism access; maintains that for any new facilities, traffic demand and potential must be duly assessed and use of EU funds strictly limited to economically viable projects;

Amendment

26. Recognises the diverse roles of regional and local airports in the development of regions in the central and eastern EU and in facilitating *economic growth*, trade, *competitiveness*, inclusive mobility and tourism access; maintains that for any new facilities, traffic demand and potential must be duly assessed and use of EU funds strictly limited to economically viable *and sustainable* projects;

Or. en

Amendment 189

Daniel Buda, Marian-Jean Marinescu

Motion for a resolution

Paragraph 26

Motion for a resolution

26. Recognises the diverse roles of regional and local airports in the

Amendment

26. Recognises the diverse roles of regional and local airports in the

development of regions in the central and eastern EU and in facilitating trade, inclusive mobility and tourism access; maintains that for any new facilities, traffic demand and potential must be duly assessed and use of EU funds strictly limited to economically viable projects;

development of regions in the central and eastern EU and in facilitating trade, inclusive mobility and tourism access; ***Stresses the contribution regional airports make to increasing the attractiveness of their regions, and stresses the need for financial support in order to develop existing capacities;*** maintains that for any new facilities, traffic demand and potential must be duly assessed and use of EU funds strictly limited to economically viable projects;

Or. ro

Amendment 190

Maria Grapini, Hugues Bayet, José Blanco López, István Ujhelyi, Isabella De Monte

Motion for a resolution

Paragraph 26

Motion for a resolution

26. Recognises the diverse roles of regional and local airports in the development of regions in the central and eastern EU and in facilitating trade, inclusive mobility and tourism access; maintains that for any new facilities, traffic demand and potential must be duly assessed and use of EU funds strictly limited to economically viable projects;

Amendment

26. Recognises the diverse roles of regional and local airports in the development of regions in the central and eastern EU and in facilitating trade, inclusive mobility and tourism access; maintains that for any new facilities, traffic demand and potential must be duly assessed and use of EU funds strictly limited to economically viable projects; ***Considers it necessary that more flight connections should be established between European cities;***

Or. en

Amendment 191

Isabella De Monte

Motion for a resolution

Paragraph 26

Motion for a resolution

26. Recognises the diverse roles of regional and local airports in the development of regions in the central and eastern EU and in facilitating trade, inclusive mobility **and** tourism access; maintains that for any new facilities, traffic demand and potential must be duly assessed and use of EU funds strictly limited to economically viable projects;

Amendment

26. Recognises the diverse roles of regional and local airports in the development of regions in the central and eastern EU and in facilitating trade **and** inclusive mobility, **not to mention their importance for** tourism access; maintains that for any new facilities, traffic demand and potential must be duly assessed and use of EU funds strictly limited to economically viable projects;

Or. it

Amendment 192

Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution

Paragraph 26 a (new)

Motion for a resolution

Amendment 193

Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution

Paragraph 26 b (new)

Motion for a resolution

Amendment

26a. Stresses that the region of Central and Eastern Europe is characterized by a lower number and poorer quality of air connections compared to Western part of the EU; these connectivity gaps were identified by an independent analysis conducted at the request of the European Commission;

Or. en

Amendment

26b. Recalls that European Commission identified the issue of gaps in connectivity in recently developed

Aviation Strategy for Europe; however, since the proposed solutions are of a limited potential, encourages the European Commission to monitor the air connectivity within the EU, especially in the CEE region, and to develop further proposals aimed at reducing the gaps in the access to air transport services;

Or. en

Amendment 194
Davor Škrlec

Motion for a resolution
Paragraph 27

Motion for a resolution

Amendment

27. *Believes that air links within this part of the EU need to be further developed; is concerned that while airport infrastructure in the region undergoes constant modernisation, the vast majority of new air routes are only oriented to the west;*

deleted

Or. en

Amendment 195
Roberts Zile

Motion for a resolution
Paragraph 27

Motion for a resolution

Amendment

27. Believes that air links within this part of the EU need to be further developed; is concerned that while airport infrastructure in the region undergoes constant modernisation, the vast majority of new air routes are only oriented to the west;

27. Believes that air links within this part of the EU need to be further developed; ***recognises that connectivity of EU13 is 7.5 times lower than that of EU15[1];*** is concerned that while airport infrastructure in the region undergoes constant modernisation, the vast majority of new air routes are only oriented to the

west; invites the Commission to analyse if the relevant legislation is fit-for-purpose and if needed, propose new initiatives to guarantee sufficient connectivity between the peripheral areas and the centre of Europe;

[1] SWD(2015)261 Commission Staff Working Document accompanying the Communication from the Commission "An Aviation Strategy for Europe".

Or. en

Amendment 196
Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Paragraph 27 a (new)

Motion for a resolution

Amendment

27a. Takes the view that the role of regional airports will grow if they have modern infrastructure and a network of transport links (above all rail links) that correlate well with the region and with the country, making it possible to reach the airport quickly from various parts of nearby cities or towns;

Or. pl

Amendment 197
Andor Deli

Motion for a resolution
Paragraph 27 a (new)

Motion for a resolution

Amendment

27a. Stresses the importance of development of existing and new regional and local airports which contribute to the economic growth, including in the tourism sector, in underdeveloped and isolated regions through the improvement

of accessibility and connectivity , making these regions more attractive for investment and competitiveness, thus accelerating socio-economic development;

Or. en

Amendment 198

Maria Grapini, Hugues Bayet, José Blanco López, István Ujhelyi, Karoline Graswander-Hainz

Motion for a resolution

Paragraph 27 a (new)

Motion for a resolution

Amendment

27a. Calls on the Commission to examine air connectivity in Member States and within Member states and to establish measures to improve air transport services in terms of quality of services for consumers;

Or. en