



**2015/2349(INI)**

16.6.2016

# **AMENDMENTS**

## **1 - 232**

**Draft report**  
**Dominique Riquet**  
(PE580.785v01-00)

New opportunities for small transport businesses, including collaborative  
business models  
(2015/2349(INI))



**Amendment 1**  
**Notis Marias**

**Motion for a resolution**  
**Citation 1 a (new)**

*Motion for a resolution*

*Amendment*

- *having regard to the Treaty on European Union, and in particular Article 5(3) thereof,*

Or. el

**Amendment 2**  
**Notis Marias**

**Motion for a resolution**  
**Citation 1 b (new)**

*Motion for a resolution*

*Amendment*

- *having regard to the Protocol (No. 2) of the TEU on the application of the principles of subsidiarity and proportionality,*

Or. el

**Amendment 3**  
**Merja Kyllönen, Isabella De Monte, Kateřina Konečná**

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

*Motion for a resolution*

*Amendment*

- *having regard to the Commission Communication "A European agenda for the collaborative economy" COM(2016) 356*

Or. en

**Amendment 4**

**Merja Kyllönen, Kateřina Konečná**

**Motion for a resolution**

**Citation 5 b (new)**

*Motion for a resolution*

*Amendment*

- *having regard to Commission Communication on [decarbonisation of the transport system]*

*((to be added when published in July))*

Or. en

**Amendment 5**

**Cláudia Monteiro de Aguiar**

**Motion for a resolution**

**Citation 12 a (new)**

*Motion for a resolution*

*Amendment*

– *having regard to the Commission communication entitled ‘A European agenda for the collaborative economy’ (COM(2016)0356);*

Or. pt

**Amendment 6**

**Cláudia Monteiro de Aguiar**

**Motion for a resolution**

**Recital B a (new)**

*Motion for a resolution*

*Amendment*

*Ba. whereas the EU tourism sector, 90% of which consists of micro, small, and medium-sized enterprises, generates exports of goods and services within the*

*EU worth roughly EUR 315 000 million and whereas the mobility services arising out of the collaborative economy are directly linked to visitor demand for new products and experiences;*

Or. pt

## **Amendment 7**

**Kosma Złotowski, Tomasz Piotr Poręba**

### **Motion for a resolution**

#### **Recital C**

##### *Motion for a resolution*

C. whereas small transport undertakings play a crucial role in the proper functioning of mobility in Europe, but often encounter difficulties in accessing or maintaining their place within the market;

##### *Amendment*

C. whereas small transport undertakings play a crucial role in the proper functioning of mobility in Europe, ***especially in peripheral areas and around big cities without a properly developed suburban transport service***, but often encounter difficulties in accessing or maintaining their place within the market;

Or. pl

## **Amendment 8**

**Merja Kyllönen, Kateřina Konečná**

### **Motion for a resolution**

#### **Recital C**

##### *Motion for a resolution*

C. whereas small transport undertakings play a crucial role in the proper functioning of mobility in Europe, but often encounter difficulties in accessing or maintaining their place within the market;

##### *Amendment*

C. whereas small transport undertakings play a crucial role in the proper functioning of mobility in Europe, but often encounter difficulties in accessing or maintaining their place within the market ***due to the structural polarization and presence of natural monopolies in transport market***;

**Amendment 9**  
**Enrico Gasbarra**

**Motion for a resolution**  
**Recital D**

*Motion for a resolution*

D. whereas small undertakings **have** added value particularly in remote and densely-populated areas, thanks to their excellent knowledge of the local market, their proximity to the customer and/or their agility and ability to innovate;

*Amendment*

D. whereas small undertakings **constitute** added value, particularly in remote **areas, given their great worth as instruments for combating social exclusion and facilitating access to other localities and services**, and **in** densely-populated areas, thanks to their excellent knowledge of the local market, their proximity to the customer and/or their agility and ability to innovate;

Or. it

**Amendment 10**  
**José Blanco López**

**Motion for a resolution**  
**Recital D**

*Motion for a resolution*

D. whereas small undertakings have added value particularly in remote and densely-populated areas, thanks to their excellent knowledge of the local market, their proximity to the customer and/or their agility and ability to innovate;

*Amendment*

D. whereas small undertakings have added value particularly in remote **regions, where they help combat depopulation by creating jobs and generating economic activity, as well as in** and densely-populated areas, thanks to their excellent knowledge of the local market, their proximity to the customer and/or their agility and ability to innovate;

Or. es

**Amendment 11**  
**Karima Delli**

**Motion for a resolution**  
**Recital D**

*Motion for a resolution*

D. whereas small undertakings have added value particularly in remote and densely-populated areas, thanks to their excellent knowledge of the local market, their proximity to the customer and/or their agility and ability to innovate;

*Amendment*

D. whereas small undertakings have added value particularly in remote and densely-populated areas, thanks to their excellent knowledge of the local market, their proximity to the customer and/or their agility and ability to innovate ***and thanks to intelligent transport systems that allow improved mobility management;***

Or. fr

**Amendment 12**  
**Merja Kyllönen, Isabella De Monte, Pavel Telička, Kateřina Konečná**

**Motion for a resolution**  
**Recital D**

*Motion for a resolution*

D. whereas small undertakings ***have added value particularly in remote and densely-populated areas,*** thanks to their excellent knowledge of the local market, their proximity to the customer and/or their agility and ability to innovate;

*Amendment*

D. whereas small undertakings, thanks to their excellent knowledge of the local market, their proximity to the customer and/or their agility and ability to innovate, ***have added value both in densely-populated areas as well in remote areas, being capable to provide tailored services reflecting the multiple needs of customers;***

Or. en

**Amendment 13**  
**Karima Delli**

**Motion for a resolution**  
**Recital D a (new)**

*Motion for a resolution*

*Amendment*

***Da. whereas collaborative business models in the transport sector actively promote the development of sustainable forms of mobility by generating environmental and social added-value, and whereas they combine well with public transport to provide a genuine alternative to private cars;***

Or. fr

#### **Amendment 14**

**Cláudia Monteiro de Aguiar**

#### **Motion for a resolution**

##### **Recital E**

*Motion for a resolution*

E. whereas, for passengers and goods, demand for transport services is growing strongly both in terms of quality and of quantity, ***and*** whereas reducing mobility is not an option;

*Amendment*

E. whereas, for passengers and goods, demand for transport services is growing strongly both in terms of quality and of quantity, whereas reducing mobility is not an option ***and the new forms of shared mobility should therefore be encouraged, and whereas the ‘shareable cities’ concept should be translated into practice;***

Or. pt

#### **Amendment 15**

**Merja Kyllönen, Kateřina Konečná**

#### **Motion for a resolution**

##### **Recital E**

*Motion for a resolution*

E. whereas, for passengers and goods, demand for transport services is growing strongly both in terms of quality ***and of quantity***, and whereas reducing mobility is

*Amendment*

E. whereas, for passengers and goods, ***varied*** demand for transport services is growing strongly both in terms of quality, ***quantity and compliance of the***



not an option;

*environmental targets*, and whereas reducing mobility is not an option;

Or. en

**Amendment 16**  
**Isabella De Monte**

**Motion for a resolution**  
**Recital E**

*Motion for a resolution*

E. whereas, for passengers and goods, demand *for transport services is growing strongly both in terms of quality and of quantity*, and whereas reducing mobility is not an option;

*Amendment*

E. whereas, for passengers and goods *both* demand for transport services *and the conditions applicable to their provision vary considerably*, and whereas reducing mobility is not an option;

Or. it

**Amendment 17**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**  
**Recital E a (new)**

*Motion for a resolution*

*Ea. whereas the organisation of transport in big cities and on the roads leading to them causes congestion and traffic jams, creating a significant burden on the economy; whereas this can be addressed by supplementing the transport network with public transport services provided by SMEs or sharing economy operators;*

Or. pl

**Amendment 18**

**Deirdre Clune**

**Motion for a resolution**

**Recital E a (new)**

*Motion for a resolution*

*Amendment*

***Ea. whereas consumer demand for collaborative services is also growing, with a recent study by the European Commission showing that 17% of European consumers have used services provided by the sharing economy, and 52% are aware of the services offered;***

Or. en

**Amendment 19**

**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Recital E b (new)**

*Motion for a resolution*

*Amendment*

***Eb. whereas the passenger and goods road transport sector is the most suitable area for the creation and operation of SMEs in the transport sector; whereas barriers to entering the road transport market are lowest for SMEs, access to road infrastructure easiest and the cost of purchasing and servicing vehicles most affordable;***

Or. pl

**Amendment 20**

**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Recital E c (new)**

*Motion for a resolution*

*Amendment*

*Ec. whereas their flexibility, understanding of consumers' transport needs and affordability mean that SMEs in the transport sector are an important complement to the public transport network in big cities, particularly at times of day when public transport is very infrequent;*

Or. pl

**Amendment 21**  
**Kosma Zlotowski, Tomasz Piotr Poręba**

**Motion for a resolution**  
**Recital E d (new)**

*Motion for a resolution*

*Amendment*

*Ed. having regard to the expectations of consumers looking for easily accessible and flexible ways to use transport services while prices are maintained in line with the actual costs of provision as well as easy access to reservations and secure payment for services provided;*

Or. pl

**Amendment 22**  
**Merja Kyllönen, Kateřina Konečná**

**Motion for a resolution**  
**Recital F**

*Motion for a resolution*

*Amendment*

F. whereas the imperative of sustainable development and the revolution in the field of information and communication technology have created unprecedented opportunities and challenges for firms of all sizes;

F. whereas the imperative of sustainable development and the revolution in the field of information and communication technology have created unprecedented opportunities and challenges for firms of all sizes *in order to respond to the increasing demand for*

*sustainable mobility within the constraints of limited infrastructure;*

Or. en

**Amendment 23**

**Merja Kyllönen, Pavel Telička, Kateřina Konečná**

**Motion for a resolution**

**Recital F a (new)**

*Motion for a resolution*

*Amendment*

*Fa. whereas the exponential growth in the penetration of smart mobile devices as well as the comprehensive coverage of high-speed wide-band networks have brought the new digital tools for both transport service providers and customers, reducing the transaction costs and also diminishing the significance of the physical location of the service providers allowing them to be widely connected in order to provide services, not only regionally but also globally, via digital networks also from the remote areas;*

Or. en

**Amendment 24**

**Christine Revault D'Allonnes Bonnefoy**

**Motion for a resolution**

**Recital F a (new)**

*Motion for a resolution*

*Amendment*

*Fa. whereas self-regulation is not the solution and whereas the legislator must provide a suitable regulatory framework for new collaborative business models;*

Or. fr

**Amendment 25**  
**Isabella De Monte**

**Motion for a resolution**  
**Recital F a (new)**

*Motion for a resolution*

*Amendment*

***Fa. whereas the benefits generated by collaborative consumption in the field of mobility also directly or indirectly affect the growth of the tourist industry;***

Or. it

**Amendment 26**  
**Claudia Tapardel**

**Motion for a resolution**  
**Recital F a (new)**

*Motion for a resolution*

*Amendment*

***Fa. whereas small transport businesses contribute to development of tourism in least accessible areas;***

Or. en

**Amendment 27**  
**Merja Kyllönen, Kateřina Konečná**

**Motion for a resolution**  
**Subheading 1**

*Motion for a resolution*

*Amendment*

**I. Challenges to small transport *undertakings***

**I. Challenges to small transport *businesses***

Or. en

## Amendment 28

Merja Kyllönen, Kateřina Konečná

### Motion for a resolution

#### Paragraph 1

*Motion for a resolution*

1. *Takes the view that, in order to respond to the increasing demand for mobility within the constraints of limited infrastructure, all transport undertakings are under pressure to provide sustainable solutions that are environmentally responsible while limiting congestion, but that it is harder for small business to meet these challenges;*

*Amendment*

*deleted*

Or. en

## Amendment 29

Kosma Zlotowski, Tomasz Piotr Poręba

### Motion for a resolution

#### Paragraph 1

*Motion for a resolution*

1. Takes the view that, in order to respond to the increasing demand for mobility within the constraints of limited infrastructure, all transport undertakings are under pressure to provide sustainable solutions that *are environmentally responsible* while limiting congestion, but that it is harder for small business to meet these challenges;

*Amendment*

1. Takes the view that, in order to respond to the increasing demand for mobility within the constraints of limited infrastructure *and increasing environmental requirements*, all transport undertakings are under pressure to provide sustainable solutions that *maintain the energy efficiency of means of transport* while limiting congestion, but that it is harder for small business to meet these challenges;

Or. pl

**Amendment 30**  
**Dieter-Lebrecht Koch**

**Motion for a resolution**  
**Paragraph 1**

*Motion for a resolution*

1. Takes the view that, in order to respond to the increasing demand for mobility within the constraints of limited infrastructure, all transport undertakings are under pressure to provide sustainable solutions that are environmentally responsible while limiting congestion, but that it *is* harder for small business to meet these challenges;

*Amendment*

1. Takes the view that, in order to respond to the increasing demand for mobility within the constraints of limited infrastructure, all transport undertakings are under pressure to provide *safe and* sustainable solutions that are environmentally responsible while limiting congestion, but that *their limited resources make* it harder for small business to meet these challenges;

Or. de

**Amendment 31**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 1**

*Motion for a resolution*

1. Takes the view that, in order to respond to the increasing demand for mobility within the constraints of limited infrastructure, all transport undertakings are under pressure to provide sustainable solutions that are environmentally responsible while limiting congestion, but that it is harder for small business to meet these challenges;

*Amendment*

1. Takes the view that, in order to respond to the increasing demand for mobility within the constraints of limited infrastructure, all transport undertakings are under pressure to provide sustainable, *highly competitive* solutions that are environmentally responsible while limiting congestion, but that it is harder for small business to meet these challenges;

Or. es

**Amendment 32**  
**José Blanco López**

**Motion for a resolution**  
**Paragraph 1**

*Motion for a resolution*

1. Takes the view that, in order to respond to the increasing demand for mobility within the constraints of limited infrastructure, all transport undertakings are under pressure to provide sustainable solutions that are environmentally responsible while limiting congestion, but that it is harder for small business to meet these challenges;

*Amendment*

1. Takes the view that, in order to respond to the increasing demand for mobility within the constraints of limited infrastructure, all transport undertakings are under pressure to provide sustainable solutions that are environmentally responsible while limiting congestion, but that it is harder **and expensive** for small business to meet these challenges;

Or. es

**Amendment 33**  
**Daniela Aiuto**

**Motion for a resolution**  
**Paragraph 1**

*Motion for a resolution*

1. Takes the view that, in order to respond to the increasing demand for mobility ***within the constraints of limited infrastructure, all transport undertakings are under pressure*** to provide sustainable solutions that are environmentally responsible ***while limiting congestion, but that it is harder for small business to meet these challenges;***

*Amendment*

1. Takes the view that, in order to respond to the increasing demand for mobility, ***transport businesses face considerable challenges*** to provide sustainable solutions that are environmentally responsible ***and to reduce congestion on the current transport infrastructure;***

Or. it

**Amendment 34**  
**Deirdre Clune**

**Motion for a resolution**  
**Paragraph 1 a (new)**

*Motion for a resolution*

*Amendment*



***1a. Recognises that greenhouse gas (GHG) emissions from transport represented about 22% of total emissions in 2013 compared to 15% in 1990, and that under COP21, the EU set itself a target of reducing GHG by at least 40% when compared to 1990 levels, therefore small transport businesses face a huge challenge with decarbonising efforts here in order to reach these ambitious targets;***

Or. en

**Amendment 35**

**Maria Grapini, José Blanco López, Hugues Bayet, Claudia Țapardel**

**Motion for a resolution**

**Paragraph 1 a (new)**

*Motion for a resolution*

*Amendment*

***1a. Welcomes the Commission's Communication to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on 'A European agenda for collaborative economy'; calls on the Commission to draw up simple and fair legislation for sharing economy, covering employment, consumer protection, competition and taxation issues;***

Or. en

**Amendment 36**

**Dominique Riquet**

**Motion for a resolution**

**Paragraph 1 a (new)**

*Motion for a resolution*

*Amendment*

***1a. Stresses that changing vehicle***

*emission standards too frequently can prove particularly problematic for smaller transport companies in view of the depreciation periods for fleets of vehicles;*

Or. fr

### **Amendment 37**

**Dominique Riquet, Pavel Telička**

#### **Motion for a resolution**

##### **Paragraph 2**

###### *Motion for a resolution*

2. Stresses the complex nature of the transport sector, which is characterised by multi-level governance still largely compartmentalised by mode of transport, and is subject to heavy regulation, particularly regarding access to the profession and the use and marketing of transport services;

###### *Amendment*

2. Stresses the complex nature of the transport sector, which is characterised by multi-level (*local, national, European and global*) governance still largely compartmentalised by mode of transport, and is subject to heavy regulation, particularly regarding access to the profession and the use and marketing of transport services (*exclusive rights, capping of the number of licenses*); *deplores that the issues of safety and security, which are of paramount importance for the transport sector, are sometimes used as a pretext to erect artificial barriers;*

Or. fr

### **Amendment 38**

**Cláudia Monteiro de Aguiar**

#### **Motion for a resolution**

##### **Paragraph 2**

###### *Motion for a resolution*

2. Stresses the complex nature of the transport sector, which is characterised by multi-level governance still largely

###### *Amendment*

2. Stresses the complex nature of the transport sector, which is characterised by multi-level governance still largely

compartmentalised by mode of transport, and is subject to heavy regulation, particularly regarding access to the profession and the use and marketing of transport services;

compartmentalised by mode of transport, and is subject to heavy regulation, particularly regarding access to the profession and *the activities concerned* and the *development*, use, and marketing of transport services;

Or. pt

### **Amendment 39**

**Merja Kyllönen, Kateřina Konečná**

#### **Motion for a resolution**

##### **Paragraph 2**

###### *Motion for a resolution*

2. Stresses the complex nature of the transport sector, which is characterised by multi-level governance still largely compartmentalised by mode of transport, and is subject to heavy regulation, particularly regarding access to the profession and the use and marketing of transport services;

###### *Amendment*

2. Stresses the complex nature of the transport sector, which is characterised by multi-level governance still largely compartmentalised by mode of transport, and is subject to heavy regulation, particularly regarding access to the profession and the use and marketing of transport services, *as well subsidization*;

Or. en

### **Amendment 40**

**Dominique Riquet, Pavel Telička**

#### **Motion for a resolution**

##### **Paragraph 2 a (new)**

###### *Motion for a resolution*

###### *Amendment*

*2a. Calls on the Member States to put an end to over-regulation, which is often linked to protectionist and corporatist instincts that give rise to fragmentation, complexity and rigidity within the single market, thus increasing inequality;*

Or. fr

**Amendment 41**  
**Cláudia Monteiro de Aguiar**

**Motion for a resolution**  
**Paragraph 3**

*Motion for a resolution*

3. Stresses that the legal uncertainty as to the definition of ‘service providers’ in the transport sector prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by many small businesses in accessing the market and offering new services;

*Amendment*

3. Stresses that the legal uncertainty as to the definition of ‘service providers’ in the transport sector prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by many small businesses in accessing the market and offering new services; ***calls on the Member States to comply with, and fully implement, the Electronic Commerce Directive (Directive 2000/31/EC) and the Services Directive (Directive 2006/123/EC) and maintains that the free movement of service providers and freedom of establishment, as provided for in, respectively, Articles 56 and 49 TFEU are essential in order to bring about the European dimension of services and hence of the internal market;***

Or. pt

**Amendment 42**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 3**

*Motion for a resolution*

3. Stresses that the legal uncertainty as to the definition of 'service providers' in the transport sector prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by many small businesses in accessing the market

*Amendment*

3. Stresses that the legal uncertainty as to the definition of 'service providers' in the transport sector prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by many small businesses in accessing the market

and offering new services;

and offering new services; *calls on the Commission to set clear, harmonised criteria to distinguish between services rendered by citizens on an ad hoc basis and those provided professionally.*

Or. es

### **Amendment 43**

**Karima Delli**

#### **Motion for a resolution**

##### **Paragraph 3**

###### *Motion for a resolution*

3. Stresses that the legal uncertainty as to the definition of 'service providers' in the transport sector prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by many small businesses in accessing the market and offering new services;

###### *Amendment*

3. Stresses that the legal uncertainty as to the definition of 'service providers' in the transport sector prevents the establishment of fair competition *between service platforms and traditional companies and between companies and service platforms and companies with collaborative business models*, and regrets, that being so, the difficulties experienced by many small businesses in accessing the market and offering new services;

Or. fr

### **Amendment 44**

**Maria Grapini, José Blanco López, Hugues Bayet, Claudia Țapardel**

#### **Motion for a resolution**

##### **Paragraph 3**

###### *Motion for a resolution*

3. Stresses that the legal uncertainty as to the definition of 'service providers' in the transport sector prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by many small businesses in

###### *Amendment*

3. Stresses that the legal uncertainty as to the definition of 'service providers' in the transport sector prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by many small businesses in

accessing the market and offering new services;

accessing the market and offering new services; *stresses the fact that the above hamper the access of SMEs to this sector;*

Or. en

**Amendment 45**  
**Daniel Dalton**

**Motion for a resolution**  
**Paragraph 3**

*Motion for a resolution*

3. *Stresses* that the legal uncertainty as to the definition of ‘service providers’ in the transport sector *prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by* many small businesses *in accessing* the market and *offering* new services;

*Amendment*

3. *Notes* that the *current* legal uncertainty as to the definition of ‘service providers’ in the transport sector *could be unhelpful to* many small businesses *seeking to access* the market and *offer* new services;

Or. en

**Amendment 46**  
**Notis Marias**

**Motion for a resolution**  
**Paragraph 3**

*Motion for a resolution*

3. Stresses *that* the legal uncertainty as to the definition of ‘service providers’ in the transport sector *prevents the establishment of fair competition,* and regrets, *that being so,* the difficulties experienced by many small businesses in accessing the market and offering new services;

*Amendment*

3. Stresses the legal uncertainty as to the definition of ‘service providers’ in the transport sector and regrets the difficulties experienced by many small businesses in accessing the market and offering new services;

Or. el

**Amendment 47**  
**Bogusław Liberadzki**

**Motion for a resolution**  
**Paragraph 3**

*Motion for a resolution*

3. Stresses that the legal uncertainty as to the definition of ‘service providers’ in the transport sector prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by many small businesses in accessing the market and offering new services;

*Amendment*

3. Stresses that the legal uncertainty as to the definition of ‘service providers’ in the transport sector prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by many small businesses in accessing the ***domestic and international*** market and offering new services;

Or. en

**Amendment 48**  
**Merja Kyllönen, Kateřina Konečná**

**Motion for a resolution**  
**Paragraph 3**

*Motion for a resolution*

3. Stresses that the legal uncertainty as to the definition of ‘service providers’ in the transport sector prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by many small businesses in accessing the market and offering new services;

*Amendment*

3. Stresses that the legal uncertainty as to the definition of ‘service providers’ in the transport sector prevents the establishment of fair competition, and regrets, that being so, the difficulties experienced by many small businesses in accessing the market and ***developing and*** offering new services;

Or. en

**Amendment 49**  
**Andor Deli**

**Motion for a resolution**

### Paragraph 3

#### *Motion for a resolution*

3. Stresses that the legal uncertainty *as to* the definition of ‘service providers’ in the transport sector ***prevents the establishment of fair competition, and regrets, that being so, the*** difficulties experienced by many small businesses in accessing the market and offering new services;

#### *Amendment*

3. Stresses that ***because of*** the legal uncertainty ***of*** the definition of ‘service providers’ in the transport sector ***a legally certain legislative environment is not guaranteed which leads to*** difficulties experienced by many small businesses in accessing the market and offering new services;

Or. en

### Amendment 50

Cláudia Monteiro de Aguiar

#### Motion for a resolution

##### Paragraph 3 a (new)

#### *Motion for a resolution*

#### *Amendment*

***3a. Calls on the Commission to assess the full implementation and the related national transpositions, of the Electronic Commerce Directive (Directive 2000/31/EC), the Services Directive (Directive 2006/123/EC), and Directive 98/34/EC, for online platforms in the transport sector, in order to ensure that Member States do not approach the legality of online platforms in a plethora of ways and hence to avert unwarranted restrictive unilateral measures;***

Or. pt

### Amendment 51

Inés Ayala Sender

#### Motion for a resolution

##### Paragraph 3 a (new)



*Motion for a resolution*

*Amendment*

**3a.** *Stresses that one of the main problems affecting new collaborative business models is unfair competition from intermediaries which self-servingly hire workers ostensibly to provide services on an ad hoc basis while having them work continuously as if they were professional staff, thus side-stepping the obligation to provide social contributions, insurance, permits, etc.*

Or. es

**Amendment 52**  
**Maria Grapini**

**Motion for a resolution**  
**Paragraph 3 a (new)**

*Motion for a resolution*

*Amendment*

**3a.** *Stresses the importance of the sharing economy in creating freelance jobs, and its contribution in reducing poverty; considering the growing demand for such jobs and respective workers, calls on the Commission to draw up an appropriate system of social contributions, provided that it is beneficial for both freelancers and sharing platforms;*

Or. en

**Amendment 53**  
**Peter Lundgren**

**Motion for a resolution**  
**Paragraph 3 a (new)**

*Motion for a resolution*

*Amendment*

**3a.** *Takes the view that European*

***Parliament and Council Regulation (EC)  
No 1072/2009 needs to be improved in  
order to overcome the serious disruption  
that occurred on national transport  
markets in several Member States after  
the regulation was introduced;***

Or. sv

**Amendment 54  
Cláudia Monteiro de Aguiar**

**Motion for a resolution  
Paragraph 3 b (new)**

*Motion for a resolution*

*Amendment*

***3b. Notes that online platforms, in this particular case online mobility platforms, are, according to communication COM(2016)0356, information society services, as referred to in Directive 98/48/EC, given that they provide a paid service, at a distance, by electronic means at the individual request of a recipient of services; points out that the existing definition of an intermediary makes it possible to determine the legal basis for developing transport service providers arising out of the development of the collaborative economy, without hampering the emergence of new operators and services;***

Or. pt

**Amendment 55  
Cláudia Monteiro de Aguiar**

**Motion for a resolution  
Paragraph 4**

*Motion for a resolution*

*Amendment*

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions *such as social dumping*;

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions; *calls for those irregularities to be tackled promptly through consistent interpretation, uniform application, and stronger enforcement of the current legislation and through greater cross-border cooperation, without infringing the subsidiarity principle*;

Or. pt

**Amendment 56**  
**Christine Revault D'Allonnes Bonnefoy**

**Motion for a resolution**  
**Paragraph 4**

*Motion for a resolution*

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions such as social dumping;

*Amendment*

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, *third-party professionals and service providers operating via intermediary platforms*, in particular as regards pay and social security *and profit taxation* systems, which may lead to distortions such as social *and fiscal* dumping;

Or. fr

**Amendment 57**  
**Pavel Telička**

**Motion for a resolution**  
**Paragraph 4**

*Motion for a resolution*

4. Deplores the anti-competitive practices resulting from *inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems*, which may lead to distortions *such as social dumping*;

*Amendment*

4. Deplores the anti-competitive practices resulting from *inconsistent application of the EU rules across the Member States* which may lead to distortions;

Or. en

**Amendment 58**  
**Andor Deli**

**Motion for a resolution**  
**Paragraph 4**

*Motion for a resolution*

4. Deplores the anti-competitive *practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems*, which may lead to distortions *such as social dumping*;

*Amendment*

4. Deplores the anti-competitive, *unfair and illegal social practices*, which may lead to *competition* distortions, *hence heavily effecting small businesses*;

Or. en

**Amendment 59**  
**Marie-Christine Arnautu**

**Motion for a resolution**  
**Paragraph 4**

*Motion for a resolution*

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions such as

*Amendment*

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions such as

social dumping;

social dumping, *facilitated by the system for posted workers*;

Or. fr

**Amendment 60**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 4**

*Motion for a resolution*

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions such as social dumping;

*Amendment*

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions such as social dumping *and security challenges*;

Or. fr

**Amendment 61**  
**Matthijs van Miltenburg**

**Motion for a resolution**  
**Paragraph 4**

*Motion for a resolution*

4. *Deplores the* anti-competitive practices resulting from inequality in the application of the rules, *notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions such as social dumping*;

*Amendment*

4. *Welcomes the new opportunities afforded by small transport businesses and new collaborative business models while at the same time deploring possible* anti-competitive practices resulting from inequality in the application of the rules;

Or. nl

**Amendment 62**

**Daniela Aiuto**

**Motion for a resolution**

**Paragraph 4**

*Motion for a resolution*

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions such as social dumping;

*Amendment*

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to **serious** distortions such as social dumping;

Or. it

**Amendment 63**

**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Paragraph 4**

*Motion for a resolution*

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions **such as social dumping**;

*Amendment*

4. Deplores the anti-competitive practices resulting from inequality in the application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions;

Or. pl

**Amendment 64**

**Notis Marias**

**Motion for a resolution**

**Paragraph 4**

*Motion for a resolution*

4. **Deplores** the anti-competitive practices resulting from inequality in the

*Amendment*

4. **Condemns** the anti-competitive practices resulting from inequality in the

application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions such as social dumping;

application of the rules, notably between residents and non-residents, in particular as regards pay and social security systems, which may lead to distortions such as social dumping;

Or. el

**Amendment 65**  
**Andor Deli**

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

*Motion for a resolution*

*Amendment*

***4a. Calls on the Commission and the Member States to increase law enforcement whereas any change to the legislation concerning the social and working conditions must respect all fundamental freedoms of the EU and shall not restrict fair competition based on objective competitive advantages as well as shall not create any further administrative burden and additional costs for small transport businesses;***

Or. en

**Amendment 66**  
**Marie-Christine Arnautu**

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

*Motion for a resolution*

*Amendment*

***4a. Calls on the Commission and the Member States to gauge the adverse effects of the posted workers system and to put an end to this practice;***

Or. fr

**Amendment 67**  
**Peter Lundgren**

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

*Motion for a resolution*

*Amendment*

**4a.** *Takes the view that the exemptions granted for light commercial vehicles are no longer justified; points out that the same rules ought to apply to all commercial vehicles;*

Or. sv

**Amendment 68**  
**Daniela Aiuto**

**Motion for a resolution**  
**Paragraph 5**

*Motion for a resolution*

*Amendment*

5. Notes that small transport firms need to invest not only to comply with the law but also to remain competitive; deplores that, on one hand, their access to credit and funding on the money markets remains limited in spite of quantitative easing measures, while, on the other hand, aid from the public purse, particularly at European level, *is rarely forthcoming, owing to overly complex and long-winded* administrative procedures;

5. Notes that small transport firms need to invest not only to comply with the law but also to remain competitive; deplores *the fact* that, on one hand, their access to credit and funding on the money markets remains limited in spite of quantitative easing measures, while, on the other hand, aid from the public purse, particularly at European level, *often remains the domain of big companies that can afford to broach the long and complex* administrative procedures *which, on the other hand, disadvantage small transport businesses;*

Or. it

**Amendment 69**  
**Kosma Złotowski, Tomasz Piotr Poręba**



**Motion for a resolution**  
**Paragraph 5**

*Motion for a resolution*

5. Notes that small transport firms need to invest not only to comply with the law but also to remain competitive; deplores that, on one hand, their access to credit and funding on the money markets remains limited in spite of quantitative easing measures, while, on the other hand, aid from the public purse, particularly at European level, is rarely forthcoming, owing to overly complex and long-winded administrative procedures;

*Amendment*

5. Notes that small transport firms need to invest not only to comply with the law, ***including meeting the increasing environmental requirements***, but also to remain competitive; deplores that, on one hand, their access to credit and funding on the money markets remains limited in spite of quantitative easing measures, while, on the other hand, aid from the public purse, particularly at European level, is rarely forthcoming, owing to overly complex and long-winded administrative procedures;

Or. pl

**Amendment 70**

**Maria Grapini, José Blanco López, Isabella De Monte, Claudia Tapardel, Hugues Bayet**

**Motion for a resolution**  
**Paragraph 5**

*Motion for a resolution*

5. Notes that small transport firms need to invest not only to comply with the law but also to remain competitive; deplores that, on one hand, their access to credit and funding on the money markets remains limited in spite of quantitative easing measures, while, on the other hand, aid from the public purse, particularly at European level, is rarely forthcoming, owing to overly complex and long-winded administrative procedures;

*Amendment*

5. Notes that small transport firms need to invest not only to comply with the law but also to remain competitive ***in relation to big companies***; deplores that, on one hand, their access to credit and funding on the money markets remains limited in spite of quantitative easing measures, while, on the other hand, aid from the public purse, particularly at European level, is rarely forthcoming, owing to overly complex and long-winded administrative procedures;

Or. en

**Amendment 71**

## Notis Marias

### Motion for a resolution Paragraph 5

#### *Motion for a resolution*

5. Notes that small transport firms need to invest ***not only to comply with the law but also*** to remain competitive; deplores that, on one hand, their access to credit and funding on the money markets remains limited ***in spite of quantitative easing measures***, while, on the other hand, aid from the public purse, particularly at European level, is rarely forthcoming, owing to overly complex and long-winded administrative procedures;

#### *Amendment*

5. Notes that small transport firms need to invest ***in order*** to remain competitive; deplores that, on one hand, their access to credit and funding on the money markets remains ***relatively*** limited ***compared to large companies*** while, on the other hand, aid from the public purse, particularly at European level, is rarely forthcoming, owing to overly complex and long-winded administrative procedures;

Or. el

## Amendment 72 Bogusław Liberadzki

### Motion for a resolution Paragraph 5

#### *Motion for a resolution*

5. Notes that small transport firms need to invest ***not only to comply with the law but also to remain competitive***; deplores that, on one hand, their access to credit and funding on the money markets remains limited in spite of quantitative easing measures, while, on the other hand, aid from the public purse, particularly at European level, is rarely forthcoming, owing to overly complex and long-winded administrative procedures;

#### *Amendment*

5. Notes that small transport firms need to invest ***mainly in the development of competitiveness, focusing on new technologies***; deplores that, on one hand, their access to credit and funding on the money markets remains limited in spite of quantitative easing measures, while, on the other hand, aid from the public purse, particularly at European level, is rarely forthcoming, owing to overly complex and long-winded administrative procedures;

Or. en

## Amendment 73

**Andor Deli**

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

*Motion for a resolution*

*Amendment*

**5a. Welcomes the European Investment Fund's SME Window and calls on the Commission to provide knowledge dissemination and assistance for small business applicants;**

Or. en

**Amendment 74  
Inés Ayala Sender**

**Motion for a resolution  
Paragraph 6**

*Motion for a resolution*

*Amendment*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps;

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps; ***considers that consumers can only access the services offered by SMEs if they are among the range of mobility services and portfolios of transport services available.***

Or. es

**Amendment 75  
Daniela Aiuto**

**Motion for a resolution  
Paragraph 6**

*Motion for a resolution*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps;

*Amendment*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps; ***highlights the fact that universal free internet access would encourage transport sharing and improved travel planning;***

Or. it

**Amendment 76**  
**Fernando Ruas**

**Motion for a resolution**  
**Paragraph 6**

*Motion for a resolution*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps;

*Amendment*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps ***as well as the challenges it poses for their existing capabilities;***

Or. en

**Amendment 77**  
**Cláudia Monteiro de Aguiar**

**Motion for a resolution**

## Paragraph 6

### *Motion for a resolution*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps;

### *Amendment*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility, ***making it essential to digitalise the transport sector***; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps;

Or. pt

## Amendment 78 Andor Deli

### Motion for a resolution Paragraph 6

#### *Motion for a resolution*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and ***the importance for small businesses of being included*** on the list of available apps;

#### *Amendment*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and ***calls on the Commission and the Member States to consider means to include small businesses*** on the list of available apps;

Or. en

## Amendment 79 Dieter-Lebrecht Koch

### Motion for a resolution

## Paragraph 6

### *Motion for a resolution*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps;

### *Amendment*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of **multimodal** travel planning apps and the importance for small **and medium-sized** businesses of being included on the list of available apps;

Or. de

## Amendment 80

Merja Kyllönen, Kateřina Konečná

### Motion for a resolution

#### Paragraph 6

### *Motion for a resolution*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps;

### *Amendment*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal in nature, and that urban nodes have an increasingly central role to play in the organisation of **sustainable** mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps;

Or. en

## Amendment 81

Notis Marias

### Motion for a resolution

#### Paragraph 6

*Motion for a resolution*

6. Notes that, in a context of growing urbanisation, transport needs to be increasingly integrated and multi-modal *in nature*, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps;

*Amendment*

6. Notes that, in a context of growing urbanisation, transport needs to be *organised along more* integrated and multi-modal **lines**, and that urban nodes have an increasingly central role to play in the organisation of mobility; stresses the growing impact of travel planning apps and the importance for small businesses of being included on the list of available apps;

Or. el

**Amendment 82**  
**Izaskun Bilbao Barandica**

**Motion for a resolution**  
**Paragraph 6 a (new)**

*Motion for a resolution*

*Amendment*

**6a. *Advocates in this context training and the gradual development of new skills for transport professionals in how to identify opportunities and turn them into innovative and profitable business models able to improve services provided to users. The key points of such training should include familiarity with the opportunities offered by big data, opportunities that small businesses are particularly well placed to provide, by means of an integrated range of services to address the needs of customers from the beginning of their journey to its very end and intermodal integration techniques.***

Or. es

**Amendment 83**  
**Inés Ayala Sender**

**Motion for a resolution**

**Paragraph 6 a (new)**

*Motion for a resolution*

*Amendment*

**6a.** *Notes that in response to economic difficulties and the lack of resources with which to maintain the capillary transport network, numerous branch lines are closing in many regions, especially those most cut-off and most sparsely populated. Takes the view that the advent of collaborative business models can in no way justify abandoning public transport services in these regions.*

Or. es

**Amendment 84**

**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Paragraph 6 a (new)**

*Motion for a resolution*

*Amendment*

**6a.** *Stresses the importance for urban mobility of rental services for light vehicles, such as bicycles or scooters; notes that a large majority of such operators are SMEs; calls for the potential of these operators to be more frequently taken into account in the process of increasing the level of urban mobility and developing energy-efficient and resource-efficient urban transport;*

Or. pl

**Amendment 85**

**Andor Deli**

**Motion for a resolution**

**Paragraph 6 a (new)**



*Motion for a resolution*

*Amendment*

**6a.** *Calls on Member States and the Commission to consider pooling of small transport companies which would facilitate the development of partnership between them and help customers to locate the desired small transport company services according to their needs;*

Or. en

**Amendment 86**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 6 b (new)**

*Motion for a resolution*

*Amendment*

**6b.** *Notes that new models of collaborative business are profitable and efficient in chiefly urban or densely populated environments, but do not offer viable mobility solutions for rural or sparsely populated areas, which still need the guarantee of a public transport service. Calls on the Commission to take account of the difficulties these models have in penetrating rural and non-urban environments when setting guidelines in this area.*

Or. es

**Amendment 87**  
**Daniel Dalton**

**Motion for a resolution**  
**Paragraph 7**

*Motion for a resolution*

*Amendment*

7. *Notes* that the development of collaborative business models *permits* the optimisation of vehicle and infrastructure use, which while it contributes to meeting these objectives is not a sufficient solution in itself; *notes that the growing exploitation of user-generated data could eventually result in the added value created in the transport chain ending in the hands of digital operators, which could have an adverse effect both on the fair distribution of profits and on participation in infrastructure investment, which takes place in the real world;*

7. *Welcomes* that the development of collaborative business models *allows better use of resources through* the optimisation of vehicle and infrastructure use, which while it contributes to meeting these objectives is not a sufficient solution in itself *to capacity demands;*

Or. en

#### **Amendment 88**

**Merja Kyllönen, Kateřina Konečná**

#### **Motion for a resolution**

##### **Paragraph 7**

###### *Motion for a resolution*

7. Notes that the development of collaborative business models permits the optimisation of vehicle and infrastructure use, which while it contributes to meeting these objectives is not a sufficient solution in itself; notes that the growing exploitation of user-generated data could eventually *result in the* added value *created* in the *transport chain ending in the hands of digital operators, which could have an adverse effect both on the fair distribution of profits and on participation in infrastructure investment, which takes place in the real world;*

###### *Amendment*

7. Notes that the development of collaborative business models permits the optimisation of vehicle and infrastructure use, which while it contributes to meeting these objectives is not a sufficient solution in itself; notes that the growing exploitation of user-generated data could eventually *create an* added value in the *efficiency of the transport system;*

Or. en

#### **Amendment 89**

**Izaskun Bilbao Barandica**

**Motion for a resolution**  
**Paragraph 7**

*Motion for a resolution*

7. Notes that the development of collaborative business models permits the optimisation of vehicle and infrastructure use, which while it contributes to meeting these objectives is not a sufficient solution in itself; notes that the growing exploitation of user-generated data could eventually result in the added value created in the transport chain ending in the hands of digital operators, which could have an adverse effect both on the fair distribution of profits and on participation in infrastructure investment, which takes place in the real world;

*Amendment*

7. Notes that the development of collaborative business models permits the optimisation of vehicle and infrastructure use, which while it contributes to meeting these objectives is not a sufficient solution in itself; notes that the growing exploitation of user-generated data could eventually result in the added value created in the transport chain ending in the hands of digital operators, which could have an adverse effect both on the fair distribution of profits and on participation in infrastructure investment, which takes place in the real world; ***stresses, therefore, the importance of training to help ensure that transport companies also generate this growing added value from the digital sphere.***

Or. es

**Amendment 90**  
**Fernando Ruas**

**Motion for a resolution**  
**Paragraph 7**

*Motion for a resolution*

7. Notes that the development of collaborative business models permits the optimisation of vehicle and infrastructure use, which while it contributes to meeting these objectives is not a sufficient solution in itself; notes that the growing exploitation of user-generated data could eventually result in the added value created in the transport chain ending in the hands of digital operators, which could have an adverse effect both on the fair distribution

*Amendment*

7. Notes that the development of collaborative business models permits the optimisation of vehicle and infrastructure use, which while it contributes to meeting these objectives is not a sufficient solution in itself; notes that the growing exploitation of user-generated data could eventually result in the ***majority of the added value being*** created in the transport chain ending ***up*** in the hands of digital operators, which could have an adverse

of profits and on participation in infrastructure *investment*, which takes place in the real world;

effect both on the fair distribution of profits and on participation in infrastructure *investments and in other relevant costs*, which *mainly* takes place in the "real world";

Or. en

## **Amendment 91**

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

### **Motion for a resolution**

#### **Paragraph 7**

##### *Motion for a resolution*

7. Notes that the development of collaborative business models permits the optimisation of vehicle and infrastructure use, which while it contributes to meeting these objectives is not a sufficient solution in itself; notes that the growing exploitation of user-generated data could eventually result in the added value created in the transport chain ending in the hands of digital operators, which could have an adverse effect both on the fair distribution of profits and on participation in infrastructure investment, which takes place in the real world;

##### *Amendment*

7. Notes that the development of collaborative business models permits the optimisation of vehicle and infrastructure use, which while it contributes to meeting these objectives is not a sufficient solution in itself; notes that the growing exploitation of user-generated data could eventually result in the added value created in the transport chain ending in the hands of digital operators, which could have an adverse effect both on the fair distribution of profits and on participation in infrastructure investment, which takes place in the real world, *all of which has a direct impact on SMEs*;

Or. en

## **Amendment 92**

**Dominique Riquet, Pavel Telička**

### **Motion for a resolution**

#### **Paragraph 7**

##### *Motion for a resolution*

7. Notes that the development of collaborative business models permits the

##### *Amendment*

7. Notes that the development of collaborative business models permits the

optimisation of vehicle and infrastructure use, which while it ***contributes to meeting these objectives*** is not a sufficient solution in itself; notes that the growing exploitation of user-generated data could ***eventually*** result in the added value created in the transport chain ending in the hands of digital operators, which could have an adverse effect both on the fair distribution of profits and on participation in infrastructure investment, which takes place in the real world;

optimisation of vehicle and infrastructure use, which while it ***helps meet the demand for mobility in a more sustainable fashion, it*** is not a sufficient solution in itself; notes that the growing exploitation of user-generated data could result in the added value created in the transport chain ending in the hands of digital operators, which could have an adverse effect both on the fair distribution of ***income*** and on ***balanced*** participation in infrastructure investment, which takes place in the real world;

Or. fr

**Amendment 93**  
**Daniela Aiuto**

**Motion for a resolution**  
**Paragraph 7**

*Motion for a resolution*

7. Notes that ***the development of*** collaborative business models ***permits the optimisation of vehicle and infrastructure use, which while it contributes to meeting*** these objectives ***is*** not a sufficient solution in itself; notes that the growing exploitation of user-generated data could eventually result in the added value created in the transport chain ending in the hands of digital operators, which could have an adverse effect both on the fair distribution of profits and on participation in infrastructure investment, which takes place in the real world;

*Amendment*

7. Notes that collaborative business models ***can, through optimising vehicle and infrastructure use, give a strong boost to meeting*** these objectives, ***but not one that is*** a sufficient solution in itself; notes that the growing exploitation of user-generated data could eventually result in the added value created in the transport chain ending in the hands of digital operators, which could have an adverse effect both on the fair distribution of profits and on participation in infrastructure investment, which takes place in the real world;

Or. it

**Amendment 94**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**  
**Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7a. Notes that digital economy operators providing services transporting persons and goods cannot avoid responsibility and compliance with consumer safety rules or tax obligations on the basis of a lack of precise legal rules; stresses that promoting innovation cannot mean lowering safety standards, and that the definition of an undertaking providing transport services should be based on the basic income source of a given economic operator;**

Or. pl

**Amendment 95**  
**Kosma Złotowski**

**Motion for a resolution**  
**Paragraph 8**

*Motion for a resolution*

*Amendment*

8. Warns of the danger that intermediation platforms, with their ‘winner takes all’ ethos, will give rise to **monopolies** and **harm** the diversity of the **economic fabric**, **but also** notes that these platforms have brought into play the idea of challenging the existing operators and have led Member States to review the structure of the market;

8. Warns of the danger that intermediation platforms, with their ‘winner takes all’ ethos, will give rise to **excessive concentration of technology and profits in a limited number of economic operators and may reduce the innovativeness of the European economy and negatively affect the number and diversity of economic operators in the transport services market, which in the long term may lead to price rises**; notes that these platforms have brought into play the idea of challenging the existing operators and **led companies operating on the basis of traditional business models to use a wider range of digital tools and offer consumers the possibility of using more convenient and safer forms of**

*payment for services; welcomes the fact that these platforms have led Member States to review the structure of the market and look at the existing barriers to entry for SMEs operating in the transport services sector;*

Or. pl

## **Amendment 96**

**Merja Kyllönen, Kateřina Konečná**

### **Motion for a resolution**

#### **Paragraph 8**

##### *Motion for a resolution*

8. *Warns of the danger that intermediation platforms, with their ‘winner takes all’ ethos, will give rise to monopolies and harm the diversity of the economic fabric, but also notes that these platforms have brought into play the idea of challenging the existing operators and have led Member States to review the structure of the market;*

##### *Amendment*

8. *Notes that intermediation platforms have brought into play the idea of challenging the existing operators and have led Member States to review the structure of the market; however, warns of the danger that without appropriate legal framework, the intermediation platforms might be a suitable seedbed for "winner takes it all" monopolies and therefore asks Commission to monitor the development of the market and whereas needed, to propose measure in order to ensure the competitiveness of European companies in European market;*

Or. en

## **Amendment 97**

**Daniel Dalton**

### **Motion for a resolution**

#### **Paragraph 8**

##### *Motion for a resolution*

8. *Warns of the danger that intermediation platforms, with their*

##### *Amendment*

8. *Welcomes that intermediary and online platforms have challenged existing*

*‘winner takes all’ ethos, will give rise to monopolies and harm the diversity of the economic fabric, but also notes that these platforms have brought into play the idea of challenging the existing operators and have led Member States to review the structure of the market;*

operators, *driving innovation and competition and encouraged a much more consumer-demand focused market;*

Or. en

**Amendment 98**  
**Notis Marias**

**Motion for a resolution**  
**Paragraph 8**

*Motion for a resolution*

8. *Warns of the danger that intermediation platforms, with their ‘winner takes all’ ethos, will give rise to monopolies and harm the diversity of the economic fabric, but also notes that these platforms have brought into play the idea of challenging the existing operators and have led Member States to review the structure of the market;*

*Amendment*

8. *Approves of* intermediation platforms, with their ethos, *their objective being to undermine and eliminate monopolies; welcomes these platforms also because they have brought into play the idea of challenging the existing operators and have led Member States to review the structure of the market;*

Or. el

**Amendment 99**  
**Maria Grapini, Karoline Graswander-Hainz**

**Motion for a resolution**  
**Paragraph 8**

*Motion for a resolution*

8. Warns of the danger that intermediation platforms, with their ‘winner takes all’ ethos, will give rise to monopolies and harm the diversity of the economic fabric, but also notes that these platforms have brought into play the idea

*Amendment*

8. Warns of the danger that intermediation platforms, with their ‘winner takes all’ ethos, will give rise to monopolies and harm the diversity of the economic fabric, but also notes that these platforms have brought into play the idea



of challenging the existing operators and have led Member States to review the structure of the market;

of challenging the existing operators and have led Member States to review the structure of the market, ***considering the possibility of eradicating monopolies***;

Or. en

## **Amendment 100**

**Cláudia Monteiro de Aguiar**

### **Motion for a resolution**

#### **Paragraph 8**

##### *Motion for a resolution*

8. Warns of the danger that intermediation platforms, ***with their 'winner takes all' ethos, will*** give rise to monopolies ***and harm the diversity of the economic fabric, but*** also notes that these platforms have brought into play the idea of challenging the existing operators and have led Member States to review the structure of the market;

##### *Amendment*

8. Warns of the danger that intermediation platforms ***might*** give rise to monopolies, ***notwithstanding what is happening in most parts of the EU business world, in which the many emerging transport service platforms are competing with each other, and*** also notes that these platforms have brought into play the idea of challenging the existing operators and have led Member States to review the structure of the market;

Or. pt

## **Amendment 101**

**Inés Ayala Sender**

### **Motion for a resolution**

#### **Paragraph 8**

##### *Motion for a resolution*

8. Warns of the danger that intermediation platforms, with their 'winner takes all' ethos, will give rise to monopolies and harm the diversity of the economic fabric, but also notes that these platforms have brought into play the idea of challenging the existing operators and

##### *Amendment*

8. Warns of the danger that intermediation platforms, with their 'winner takes all' ethos, will give rise to monopolies ***and dominant market positions*** and harm the diversity of the economic fabric, but also notes that these platforms have brought into play the idea

have led Member States to review the structure of the market;

of challenging the existing operators and have led Member States to review the structure of the market;

Or. es

**Amendment 102**  
**Dominique Riquet**

**Motion for a resolution**  
**Paragraph 8**

*Motion for a resolution*

8. Warns of the danger that intermediation platforms, with their 'winner takes all' ethos, will give rise to monopolies and harm the diversity of the economic fabric, but also notes that these platforms have brought into play the idea of challenging the existing operators and have led Member States to review the structure of the market;

*Amendment*

8. Warns of the danger that intermediation platforms, with their 'winner takes all' ethos, will give rise to monopolies and harm the diversity of the economic fabric, but also notes that these platforms have brought into play the idea of challenging the existing operators **and corporatist structures** and have led Member States to review the structure of the market;

Or. fr

**Amendment 103**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 8 a (new)**

*Motion for a resolution*

***8a. Warns of the risk that service platforms, which also tend towards the creation of monopolies, engage in a headlong race for market domination, setting up monopolies and undermining diversity within the economy; notes that these platforms require a clear regulatory framework to enable multiple players to coexist, just as in any other mature sector***

*of the economy;*

Or. fr

**Amendment 104**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 8 a (new)**

*Motion for a resolution*

*Amendment*

**8a.** *Highlights the risk of an excessive concentration of intermediaries curtailing the power of SMEs and self-employed people, thus undermining decent working conditions and perhaps jeopardising the safety of the transport service.*

Or. es

**Amendment 105**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 8 b (new)**

*Motion for a resolution*

*Amendment*

**8b.** *Reiterates the need to make a distinction between occasional use and professional use of service providers with collaborative business models on the basis of cost- and profit-sharing criteria;*

Or. fr

**Amendment 106**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

*Amendment*

9. ***Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause for small businesses;***

*deleted*

Or. pl

**Amendment 107**

**Izaskun Bilbao Barandica**

**Motion for a resolution**

**Paragraph 9**

*Motion for a resolution*

*Amendment*

9. Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause for small businesses;

9. Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause for small businesses, ***calling for a rethink of the way in which professionals are trained. Advocates identifying opportunities created by the freedom from the requirement to carry out a gradually growing number of tasks for professionals to develop and improve higher-added-value services.***

Or. es

**Amendment 108**

**Merja Kyllönen, Kateřina Konečná**

**Motion for a resolution**

**Paragraph 9**

*Motion for a resolution*

*Amendment*

9. Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause for small businesses;

9. Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause for small businesses, ***and urges, therefore, the Commission to come up with the roadmap***

*on the connected and automated vehicles, including the careful analysis and recommendations regarding the dynamics and development of the market;*

Or. en

**Amendment 109**  
**Claudia Tapardel**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause for small businesses;

*Amendment*

9. Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause for small businesses, *but expresses hope that small businesses could also emerge in these new fields;*

Or. en

**Amendment 110**  
**Notis Marias**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause *for* small businesses;

*Amendment*

9. Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause, *causing major problems for* small businesses *in particular;*

Or. el

**Amendment 111**  
**Dominique Riquet**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause for small businesses;

*Amendment*

9. Draws attention to the upheavals which the development of connected and self-driving vehicles (***cars, ships, drones and platooning***) are likely to cause for small businesses;

Or. fr

**Amendment 112**  
**José Blanco López**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause for small businesses;

*Amendment*

9. Draws attention to the upheavals which the development of connected and self-driving vehicles are likely to cause for ***transport companies, particularly*** small businesses;

Or. es

**Amendment 113**  
**Fernando Ruas**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Draws attention to the upheavals ***which*** the development of connected and self-driving vehicles are likely to cause for small businesses;

*Amendment*

9. Draws attention to the upheavals ***and new challenges arising from*** the development of connected and self-driving vehicles are likely to cause for small businesses;

**Amendment 114**  
**Daniel Dalton**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Draws attention to the *upheavals* which the development of connected and self-driving vehicles are likely to cause for small businesses;

*Amendment*

9. Draws attention to the *challenges and opportunities* which the development of connected and self-driving vehicles are likely to cause for small businesses;

**Amendment 115**  
**Dieter-Lebrecht Koch**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Draws attention to the *upheavals* which the development of connected and self-driving vehicles are likely to *cause for* small businesses;

*Amendment*

9. Draws attention to the *opportunities* which the development of connected and self-driving vehicles are likely to *offer* small businesses *as well*;

**Amendment 116**  
**Ivan Jakovčić**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Draws attention to the *upheavals* which the development of connected and self-driving vehicles *are likely to* cause for

*Amendment*

9. Draws attention to the *series of new challenges* which the development of connected and self-driving vehicles *will*

small businesses;

cause for small businesses;

Or. hr

**Amendment 117**

**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Paragraph 9 a (new)**

*Motion for a resolution*

*Amendment*

**9a. Highlights the potential dangers posed to small and medium-sized companies from the development of autonomous vehicle technology; notes the need to analyse the potential effects that widespread use of this technology could have on the European transport sector, particularly in terms of a possible fall in the number of jobs in the passenger and goods transport sector; stresses that a full and fair assessment of this technology should not be done prematurely;**

Or. pl

**Amendment 118**

**Christine Revault D'Allonnes Bonnefoy**

**Motion for a resolution**

**Paragraph 9 a (new)**

*Motion for a resolution*

*Amendment*

**9a. Draws attention to the risks of impoverishment and job insecurity among third-party service providers operating via intermediary platforms, such as 'independent drivers' or 'private hire drivers', who receive, at best, low levels of protection and social entitlements;**

Or. fr



**Amendment 119**  
**Notis Marias**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

**10. Calls for efforts to be pursued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by the necessary incentives;**

*Amendment*

*deleted*

Or. el

**Amendment 120**  
**Merja Kyllönen, Kateřina Konečná**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

10. Calls for efforts to be pursued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by the necessary incentives;

*Amendment*

10. Calls for efforts to be pursued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by the necessary incentives, **and reflecting, when necessary, the regional and national characteristics in different Member States;**

Or. en

**Amendment 121**  
**Dominique Riquet, Pavel Telička**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

10. Calls for efforts to be continued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by the necessary incentives;

*Amendment*

10. Calls for efforts to be continued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses, ***particularly tax-related, social and environmental measures***, should be proportionate and accompanied by the necessary ***(regulatory and/or financial)***incentives;

Or. fr

**Amendment 122**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

10. Calls for efforts to be continued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by the necessary incentives;

*Amendment*

10. Calls for efforts to be continued with a view to completing the single European transport area, ***particularly by filling gaps in secondary networks***; takes the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by the necessary incentives;

Or. fr

**Amendment 123**  
**Marie-Christine Arnautu**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

*Amendment*

10. ***Calls for efforts to be continued with a view to completing the single European transport area; takes*** the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by the necessary incentives;

10. ***Takes*** the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by the necessary incentives;

Or. fr

**Amendment 124**  
**Cláudia Monteiro de Aguiar**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

10. Calls for efforts to be continued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by ***the necessary*** incentives;

*Amendment*

10. Calls for efforts to be continued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses should be proportionate, ***simple, and clear, reducing obstacles*** and accompanied by incentives ***geared to the present day***;

Or. pt

**Amendment 125**  
**Bogusław Liberadzki**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

10. Calls for efforts to be pursued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by the necessary incentives;

*Amendment*

10. Calls for efforts to be pursued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by the necessary incentives ***and should not***

*hamper their development;*

Or. en

**Amendment 126**

**Daniel Dalton**

**Motion for a resolution**

**Paragraph 10**

*Motion for a resolution*

10. Calls for efforts to be pursued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses should be proportionate and accompanied by the necessary incentives;

*Amendment*

10. Calls for efforts to be pursued with a view to completing the single European transport area; takes the view that any legislation which imposes new requirements on small businesses should be ***avoided where possible and should be*** proportionate and accompanied by the necessary incentives;

Or. en

**Amendment 127**

**Izaskun Bilbao Barandica**

**Motion for a resolution**

**Paragraph 10 a (new)**

*Motion for a resolution*

***10a. Considers that fostering an integrated and coordinated European mobility system is the best way of properly integrating all companies offering all modes of transport into a common dynamic process in which digitisation and promoting innovation from within the transport sector is most effective method of ensuring that customers have a single coherent system and that professionals are best placed to add value.***

*Amendment*

Or. es

**Amendment 128**

**Kosma Zlotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Paragraph 10 a (new)**

*Motion for a resolution*

*Amendment*

***10a. Notes that services provided by SMEs in the transport sector are not always sufficiently tailored to the needs of disabled people and the elderly; calls for all the tools and programmes aimed at supporting these operators to take into account the need to adapt transport services as far as possible to the needs of people with reduced mobility;***

Or. pl

**Amendment 129**

**Jill Seymour**

**Motion for a resolution**

**Paragraph 11**

*Motion for a resolution*

*Amendment*

***11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account;***

***deleted***

Or. en

**Amendment 130**

**Markus Pieper**

**Motion for a resolution**  
**Paragraph 11**

*Motion for a resolution*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account;

*Amendment*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account; ***calls for cost and environmental calculations to take full account of all existing transport taxes and duties and questions how negative the environmental impact of the transport sector would actually be, were all transport-related taxes and levies ploughed back into the transport sector and the environmental sectors affected (infrastructure maintenance, conversion to environmentally-friendly systems, investment in rail and waterways), rather than being used to fund non-transport sectors;***

Or. de

**Amendment 131**  
**Daniela Aiuto**

**Motion for a resolution**  
**Paragraph 11**

*Motion for a resolution*

11. Takes the view that, in view of the lack of investment in infrastructure, all ***transport operators should contribute;*** stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account;

*Amendment*

11. Takes the view that, in view of the lack of investment in infrastructure, all ***incoming resources should be earmarked for use in the transport infrastructure sector and not channelled towards other categories of expenditure;*** stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems

for small businesses, which must be taken into account;

Or. it

**Amendment 132**  
**Andor Deli**

**Motion for a resolution**  
**Paragraph 11**

*Motion for a resolution*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account;

*Amendment*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, ***including financial, human-resource and administrative capacity problems***, which must be taken into account;

Or. en

**Amendment 133**  
**Cláudia Monteiro de Aguiar**

**Motion for a resolution**  
**Paragraph 11**

*Motion for a resolution*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account;

*Amendment*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, ***in particular for those in outlying parts of the EU***, which must be taken into account;

**Amendment 134**

**Kosma Zlotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Paragraph 11**

*Motion for a resolution*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account;

*Amendment*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators ***benefiting from the use of transport infrastructure*** should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account;

**Amendment 135**

**Merja Kyllönen, Kateřina Konečná**

**Motion for a resolution**

**Paragraph 11**

*Motion for a resolution*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account;

*Amendment*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities ***and then fair competition between transport modes***, but recognises that this poses specific problems for small businesses, which must be taken into account;

**Amendment 136**



Notis Marias

**Motion for a resolution**  
**Paragraph 11**

*Motion for a resolution*

11. *Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account;*

*Amendment*

11. *notes that the 'famous' Juncker investment package of EUR 300 billion for infrastructural projects, has not so far been implemented, leading to a massive infrastructural investment deficit; condemns the practice of internalising negative externalities in road transport, given that this will pose many problems for small businesses, which must be taken into account;*

Or. el

**Amendment 137**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 11**

*Motion for a resolution*

11. *Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account;*

*Amendment*

11. *Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, both in respect of the environmental and health, without causing a greater burden to fall on small businesses than on larger companies;*

Or. fr

**Amendment 138**  
**Bogusław Liberadzki**

**Motion for a resolution**

## Paragraph 11

### *Motion for a resolution*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account;

### *Amendment*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this poses specific problems for small businesses, which must be taken into account ***as a priority***;

Or. en

## Amendment 139

Merja Kyllönen, Kateřina Konečná

### Motion for a resolution

#### Paragraph 11

### *Motion for a resolution*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this ***poses*** specific problems for small businesses, which must be taken into account;

### *Amendment*

11. Takes the view that, in view of the lack of investment in infrastructure, all transport operators should contribute; stresses the importance, in road transport, of internalising negative externalities, but recognises that this ***might pose*** specific problems for small businesses, which must be taken into account;

Or. en

## Amendment 140

Inés Ayala Sender

### Motion for a resolution

#### Paragraph 11 a (new)

### *Motion for a resolution*

### *Amendment*

***11a. Considers however that a deregulated sector is not a viable option that would ensure equal treatment and***

*fair competition between operators. Calls, at any rate, for regulation to be favourable to SMEs and collaborative business models and not to undermine high-quality, safe transport services by lowering levels of worker protection.*

Or. es

**Amendment 141**  
**Pavel Telička, Dominique Riquet**

**Motion for a resolution**  
**Paragraph 11 a (new)**

*Motion for a resolution*

*Amendment*

*11a. Recalls that the EFSI was established in order to contribute to highly innovative market-based projects and therefore considers it is an essential instrument for SMEs of the transport sector to develop new mobility solutions; calls on the Commission and the Member States to speed up its implementation and increase assistance to SMEs and start-ups when preparing such projects;*

Or. en

**Amendment 142**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**  
**Paragraph 11 a (new)**

*Motion for a resolution*

*Amendment*

*11a. Calls for restrictions and administrative requirements relating to passenger and consumer safety not to constitute a barrier to SMEs entering the transport services market;*

**Amendment 143**  
**Markus Ferber**

**Motion for a resolution**  
**Paragraph 12**

*Motion for a resolution*

*Amendment*

**12. Calls on the Commission and the Member States to do more to combat anti-competitive practices by large integrated groups;**

*deleted*

Or. de

**Amendment 144**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**  
**Paragraph 12**

*Motion for a resolution*

*Amendment*

**12. Calls on the Commission and the Member States to do more to combat anti-competitive practices by large integrated groups;**

**12. Calls on the Commission and the Member States to do more to combat anti-competitive practices by large integrated groups *and to lay down clear definitions and legislation enabling SMEs, especially those operating on the basis of new business models, to tackle discrimination and market access restrictions more effectively; unequivocally condemns any attempts to eliminate companies operating on the basis of new business models in the transport sector by using force or intimidating their employees and customers;***

Or. pl

**Amendment 145**

**Dominique Riquet**

**Motion for a resolution**

**Paragraph 12**

*Motion for a resolution*

12. Calls on the Commission and the Member States to do more to combat anti-competitive practices by large integrated groups;

*Amendment*

12. Calls on the Commission and the Member States to do more to combat anti-competitive practices by large integrated groups; ***urges for improved relations between carriers and ordering parties and for a solution to be found to the problem of bogus self-employed persons;***

Or. fr

**Amendment 146**

**Merja Kyllönen, Pavel Telička, Kateřina Konečná**

**Motion for a resolution**

**Paragraph 12**

*Motion for a resolution*

12. Calls on the Commission and the Member States to do more to combat anti-competitive practices by large integrated groups;

*Amendment*

12. Calls on the Commission and the Member States to do more to combat anti-competitive practices by large integrated groups; ***underlines the need to include new and potential market entrants into the stakeholders' dialogue and impact assessment procedures;***

Or. en

**Amendment 147**

**Maria Grapini, José Blanco López, Isabella De Monte, Karoline Graswander-Hainz, Hugues Bayet, Claudia Tapardel**

**Motion for a resolution**

**Paragraph 12**

*Motion for a resolution*

12. Calls on the Commission and the

*Amendment*

12. Calls on the Commission and the

Member States to do more to combat anti-competitive practices by large integrated groups;

Member States to do more to combat anti-competitive practices by large integrated groups *in order to ensure fair access to the market, regardless of the size of enterprises;*

Or. en

#### **Amendment 148**

**Notis Marias**

#### **Motion for a resolution**

##### **Paragraph 12**

###### *Motion for a resolution*

12. Calls on the Commission and the Member States to do more to combat anti-competitive practices by large integrated groups;

###### *Amendment*

12. Calls on the Commission and the Member States to do more to combat anti-competitive practices by large integrated groups *that undermine small businesses;*

Or. el

#### **Amendment 149**

**Fernando Ruas**

#### **Motion for a resolution**

##### **Paragraph 12**

###### *Motion for a resolution*

12. Calls on the Commission and the Member States to *do more* to combat anti-competitive practices by large integrated groups;

###### *Amendment*

12. Calls on the Commission and the Member States to *act adequately and rapidly in order* to combat anti-competitive practices by large integrated groups;

Or. en

#### **Amendment 150**

**Jill Seymour**

#### **Motion for a resolution**

## Paragraph 12

*Motion for a resolution*

12. Calls on the *Commission and the* Member States to do more to combat anti-competitive practices by large integrated groups;

*Amendment*

12. Calls on the Member States to do more to combat anti-competitive practices by large integrated groups;

Or. en

## Amendment 151

**Kosma Zlotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Paragraph 12 a (new)**

*Motion for a resolution*

*Amendment*

***12a. Calls for SMEs to be included in the plans for European integrated ticketing; notes that the effectiveness of such a system will depend on it including as many transport service undertakings and operators as possible; notes that the exchange of information and experience between large operators and SMEs can produce highly beneficial synergies for designing an effective transport network in Europe;***

Or. pl

## Amendment 152

**Karoline Graswander-Hainz**

**Motion for a resolution**

**Paragraph 12 a (new)**

*Motion for a resolution*

*Amendment*

***12a. Calls on the Member States to ring-fence taxes and duties levied in the transport sector with the aim of establishing efficient, competitive,***

*sustainable cross-border transport infrastructure;*

Or. de

**Amendment 153**  
**Markus Pieper**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

*Amendment*

**13. *Calls for harmonisation of access to regulated occupations in Europe and of checks on these occupations;*** ***deleted***

Or. de

**Amendment 154**  
**Notis Marias**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

*Amendment*

**13. *Calls for harmonisation of access to regulated occupations in Europe and of checks on these occupations;*** ***deleted***

Or. el

**Amendment 155**  
**Jill Seymour**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

*Amendment*

**13. *Calls for harmonisation of access*** ***deleted***



*to regulated occupations in Europe and of checks on these occupations;*

Or. en

**Amendment 156**

**Christine Revault D'Allonnes Bonnefoy**

**Motion for a resolution**

**Paragraph 13**

*Motion for a resolution*

13. Calls for *harmonisation of* access to regulated occupations in *Europe and of the* checks on these occupations;

*Amendment*

13. Calls for *full implementation of arrangements for the recognition of qualifications at European level in the professions governed by Directives 2013/55/EU and 2005/36/EC to facilitate* access to regulated occupations in *the EU*; *stresses that, where appropriate, convergence between and harmonisation of Member States' laws on access to regulated professions and checks on these occupations, must contribute to upward harmonisation on social protection and the quality of systems for access to regulated professions.*

Or. fr

**Amendment 157**

**Cláudia Monteiro de Aguiar**

**Motion for a resolution**

**Paragraph 13**

*Motion for a resolution*

13. Calls for harmonisation of access to regulated occupations in Europe and of the checks on these occupations;

*Amendment*

13. Calls for harmonisation of access to regulated occupations *and activities* in Europe and of the checks on these occupations *and activities so as to enable new operators and services linked to digital platforms to develop in a business-*

*friendly environment; also points to the role of the collaborative economy, and calls on the Member States to assess the need to reduce red tape, and actually to reduce it, in order that incumbent operators may coexist within an environment of healthy competition;*

Or. pt

**Amendment 158**  
**Claudia Tapardel**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Calls for harmonisation of access to regulated occupations in Europe and of checks on these occupations;

*Amendment*

13. Calls for harmonisation of access to regulated occupations in Europe and of checks on these occupations, ***emphasizing the right of people activating in this field to a minimum decent standard wage settled by every Member State according with the national legislation;***

Or. en

**Amendment 159**  
**Izaskun Bilbao Barandica**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Calls for harmonisation of access to regulated occupations in Europe and of the checks on these occupations;

*Amendment*

13. Calls for harmonisation of access to regulated occupations in Europe and of the checks on these occupations, ***and for training to be reviewed and promoted in line with the skills and qualifications required by new business models;***

Or. es

**Amendment 160**  
**Marie-Christine Arnautu**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Calls for harmonisation of access to regulated occupations in Europe and of the checks on these occupations;

*Amendment*

13. Calls for harmonisation of access to regulated occupations in Europe and of the checks on these occupations, ***while helping maintain a high level of security, particularly in the legal and social spheres;***

Or. fr

**Amendment 161**  
**Maria Grapini, Claudia Țapardel**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Calls for harmonisation of access to regulated occupations in Europe and of checks on these occupations;

*Amendment*

13. Calls for harmonisation of access to regulated occupations in Europe and of checks on these occupations ***but also a greater transparency with regard to legislative changes in regulated occupations;***

Or. en

**Amendment 162**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Calls for harmonisation of access to

*Amendment*

13. Calls for ***a review and***

regulated occupations in Europe and of checks on these occupations;

harmonisation of *the rules on* access to regulated occupations in Europe and of checks on these occupations;

Or. pl

**Amendment 163**

**Kosma Zlotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Paragraph 13 a (new)**

*Motion for a resolution*

*Amendment*

**13a. Calls for excessive regulation of access to transport-related professions not to lead to a restriction of access for young people entering the labour market; notes the positive effects of sharing economy operators in creating new jobs for people seeking temporary and part-time employment;**

Or. pl

**Amendment 164**

**Merja Kyllönen, Kateřina Konečná**

**Motion for a resolution**

**Paragraph 13 a (new)**

*Motion for a resolution*

*Amendment*

**13a. Calls on the Commission to publish, without any further delay, a roadmap to liberation the public-funded transport data and harmonized standards of the transport data and programming interfaces in order to boost the data-intensive innovations and provision of new transport services;**

Or. en

**Amendment 165**  
**Dieter-Lebrecht Koch**

**Motion for a resolution**  
**Paragraph 13 a (new)**

*Motion for a resolution*

*Amendment*

**13a.** *Draws attention to the importance of interoperability in the transport sector, given that it offers small businesses single solutions;*

Or. de

**Amendment 166**  
**Isabella De Monte**

**Motion for a resolution**  
**Paragraph 13 a (new)**

*Motion for a resolution*

*Amendment*

**13a.** *Calls for equality between undertakings in terms of production conditions to be promoted in a collaborative business environment, just as in others;*

Or. it

**Amendment 167**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 14**

*Motion for a resolution*

*Amendment*

14. Takes the view, ***in view of*** the development of collaborative business models, that the solution is neither sector-specific regulation ***nor*** regulation aimed

14. Takes the view, ***with a view to contributing to*** the development of collaborative business models, that the solution is ***not*** sector-specific regulation

solely at platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures healthy competition;

*but rather* regulation aimed solely at platforms *which behave like traditional economic operators by providing professional services and generating a certain level of profit*, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures healthy competition;

Or. fr

**Amendment 168**  
**Notis Marias**

**Motion for a resolution**  
**Paragraph 14**

*Motion for a resolution*

14. Takes the view, *in view of* the development of collaborative business models, *that the solution is neither sector-specific regulation nor regulation aimed solely at digital platforms, and that in future the mobility system needs to be addressed as a whole*; calls for the establishment of a *modernised* regulatory framework that fosters innovation *as well as the protection of consumers and their data, and ensures healthy competition*;

*Amendment*

14. Takes the view that, the development of collaborative business models, *would in particular help small businesses become more competitive against large multinationals*; calls for the establishment of a regulatory framework that *will foster* innovation;

Or. el

**Amendment 169**  
**Jill Seymour**

**Motion for a resolution**  
**Paragraph 14**

*Motion for a resolution*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at digital platforms, and that in future the mobility system needs to be addressed as a whole; *calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures healthy competition;*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at digital platforms, and that in future the mobility system needs to be addressed as a whole;

Or. en

**Amendment 170**  
**Izaskun Bilbao Barandica**

**Motion for a resolution**  
**Paragraph 14**

*Motion for a resolution*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation *as well as the protection of consumers and their data*, and ensures healthy competition;

*Amendment*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation calls for the establishment of a modernised regulatory framework that fosters innovation *and technological standards that facilitate integration. Stresses, too, the importance of protecting consumers and the need to ensure* healthy competition;

Or. es

**Amendment 171**  
**Christine Revault D'Allonnes Bonnefoy**

**Motion for a resolution**

## Paragraph 14

### *Motion for a resolution*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, **and ensures healthy competition;**

### *Amendment*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that **ensures fair competition, equal social security and tax treatment,** fosters innovation as well as the protection of consumers, **'independent drivers'** and their data;

Or. fr

## Amendment 172 Daniela Aiuto

### Motion for a resolution Paragraph 14

### *Motion for a resolution*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at digital platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures healthy competition;

### *Amendment*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at digital platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures healthy competition, **with the same rules being applied to all operators in a given sector;**

Or. it



**Amendment 173**  
**Cláudia Monteiro de Aguiar**

**Motion for a resolution**  
**Paragraph 14**

*Motion for a resolution*

14. Takes the view, in view of the development of collaborative **business** models, that the solution is neither sector-specific regulation nor regulation aimed solely at platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures healthy competition;

*Amendment*

14. Takes the view, in view of the development of collaborative **economy** models, that the solution is neither sector-specific regulation nor regulation aimed solely at platforms, and that in future the mobility system needs to be addressed as a whole, **given the changing nature of the platforms concerned**; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures healthy competition;

Or. pt

**Amendment 174**  
**José Blanco López**

**Motion for a resolution**  
**Paragraph 14**

*Motion for a resolution*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, **and** ensures healthy competition;

*Amendment*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, ensures healthy competition **and safeguards the rights of workers in the sector**;

Or. es

## Amendment 175

Merja Kyllönen, Isabella De Monte, Kateřina Konečná

### Motion for a resolution

#### Paragraph 14

##### *Motion for a resolution*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at digital platforms, and that in future the mobility system needs to be addressed as a whole; calls for the ***establishment of a modernised*** regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures ***healthy competition***;

##### *Amendment*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at digital platforms, and that in future the mobility system needs to be addressed as a whole; calls for the ***need of a modernized, multi-modal*** regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures ***equal playing field for different actors***;

Or. en

## Amendment 176

Inés Ayala Sender

### Motion for a resolution

#### Paragraph 14

##### *Motion for a resolution*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures healthy competition;

##### *Amendment*

14. Takes the view, in view of the development of collaborative business models, that the solution is neither sector-specific regulation nor regulation aimed solely at platforms, and that in future the mobility system needs to be addressed as a whole; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of ***workers and*** consumers and their data, and ensures healthy competition;

Or. es

**Amendment 177**

**Kosma Zlotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Paragraph 14**

*Motion for a resolution*

14. Takes the view, in view of the development of *collaborative* business models, ***that the solution is neither sector-specific regulation nor regulation aimed solely at digital platforms, and that in future the mobility system needs to be addressed as a whole***; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures healthy competition;

*Amendment*

14. Takes the view, in view of the ***dynamic*** development of ***new*** business models ***based on the principles of the sharing economy, that they should be considered part of*** the mobility system, ***which should form an integrated*** whole; calls for the establishment of a modernised regulatory framework that fosters innovation as well as the protection of consumers and their data, and ensures healthy competition;

Or. pl

**Amendment 178**

**Cláudia Monteiro de Aguiar**

**Motion for a resolution**

**Paragraph 14 – subparagraph 1 (new)**

*Motion for a resolution*

***14.1 Calls on the Member States to assess the need to bring their national labour law up to date with the digital age, taking into account the features of collaborative economy models and each country's individual labour laws;***

*Amendment*

Or. pt

**Amendment 179**

**Christine Revault D'Allonnes Bonnefoy**

**Motion for a resolution**  
**Paragraph 14 a (new)**

*Motion for a resolution*

*Amendment*

**14a.** *Takes the view that, in response to the development of collaborative business models and 'intermediary platforms', a modernised regulatory framework should be introduced to define and regulate the legal liability of these platforms to guarantee, inter alia, that service providers using the platforms are competent and duly qualified, in order to ensure consumer protection, quality of service and compliance with safety standards.*

Or. fr

**Amendment 180**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 14 a (new)**

*Motion for a resolution*

*Amendment*

**14a.** *Considers that collaborative business models can only develop by building a relationship of trust with consumers by ensuring the security of goods and people, which entails clarifying insurance arrangements in the event of accidents and protecting the personal data of users;*

Or. fr

**Amendment 181**  
**Dieter-Lebrecht Koch**

**Motion for a resolution**  
**Paragraph 14 a (new)**

*Motion for a resolution*

*Amendment*

**14a. Calls for information about mobility services provided by small businesses to be incorporated in travel information and planning services;**

Or. de

**Amendment 182**

**Notis Marias**

**Motion for a resolution**

**Paragraph 15**

*Motion for a resolution*

*Amendment*

**15. Considers that this objective requires a convergence of models which is based on a clear definition of 'intermediaries' and 'service providers' and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the specific features of the mode(s) of transport in which they operate;**

*deleted*

Or. el

**Amendment 183**

**Dominique Riquet, Pavel Telička**

**Motion for a resolution**

**Paragraph 15**

*Motion for a resolution*

*Amendment*

**15. Considers that this objective requires a convergence of models which is based on a clear definition of 'intermediaries' and 'service providers' and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the**

**15. Considers that this objective requires a convergence of models which is based on a clear definition of 'intermediaries' and 'service providers'; Calls for a distinction to be made between non-profit intermediary platforms, which generate no profits for this users, and for-**

*specific features of the mode(s) of transport in which they operate;*

*profit intermediary platforms, which connect a service provider and a customer, with or without an employer-employee relationship; suggests that such platforms should be required to provide the national authorities with whatever information they deem necessary for all parties to fulfil their tax and social security obligations, and that the data generated should be processed in accordance with Directive 95/46/EC of the European Parliament and of the Council;<sup>1 a</sup>*

---

<sup>1 a</sup>*Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data (OJ L 281, 23.11.1995, p. 31).*

Or. fr

**Amendment 184**  
**Kosma Zlotowski, Tomasz Piotr Poręba**

**Motion for a resolution**  
**Paragraph 15**

*Motion for a resolution*

15. Considers that this objective requires a convergence of models which is based on a clear definition of ‘intermediaries’ and ‘service providers’ and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the specific features of the mode(s) of transport in which they operate;

*Amendment*

15. Considers that this objective requires a convergence of models which is based on a clear definition of ‘intermediaries’ and ‘service providers’, ***which will not restrict the freedom of establishment of either the former or the latter or lead to any form of discrimination not arising directly from the legislation on passenger safety or tax obligations***, and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the specific features of the

mode(s) of transport in which they operate;

Or. pl

#### **Amendment 185**

**Merja Kyllönen, Kateřina Konečná**

#### **Motion for a resolution**

##### **Paragraph 15**

###### *Motion for a resolution*

15. Considers that this objective requires a convergence of models which is based on a clear definition of ‘intermediaries’ and ‘service providers’ and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the specific features of the mode(s) of transport in which they operate;

###### *Amendment*

15. Considers that this objective requires a convergence of models which is based on a clear definition of ‘intermediaries’ and ‘service providers’ and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the specific features of the mode(s) of transport in which they operate; ***asks also for the consistent definition and division of legit ride-sharing services and the provision of commercial transporting services in EU terminology;***

Or. en

#### **Amendment 186**

**Cláudia Monteiro de Aguiar**

#### **Motion for a resolution**

##### **Paragraph 15**

###### *Motion for a resolution*

15. Considers that this objective requires a convergence of models which is based on a clear definition of ‘intermediaries’ and ‘service providers’ and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the specific features of the mode(s) of

###### *Amendment*

15. Considers that this objective requires a convergence of models which is based on a clear definition of ‘intermediaries’ and ‘service providers’, ***in accordance with current European legislation and Commission communication COM(2016)0356, taking care to ensure that definitions do not***

transport in which they operate;

*overlap*, and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the specific features of the mode(s) of transport in which they operate;

Or. pt

#### **Amendment 187**

**Marie-Christine Arnautu**

#### **Motion for a resolution**

##### **Paragraph 15**

###### *Motion for a resolution*

15. Considers that this objective requires a ***convergence of models which is based on a*** clear definition of 'intermediaries' and 'service providers' and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the specific features of the mode(s) of transport in which they operate;

###### *Amendment*

15. Considers that this objective requires a clear definition of 'intermediaries' and 'service providers' and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the specific features of the mode(s) of transport in which they operate;

Or. fr

#### **Amendment 188**

**Karima Delli**

#### **Motion for a resolution**

##### **Paragraph 15**

###### *Motion for a resolution*

15. ***Considers that this objective requires a*** convergence of models ***which is*** based on a clear definition of 'intermediaries' and 'service providers' and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the specific features of the mode(s) of

###### *Amendment*

15. ***Calls on the relevant authorities to ensure the*** convergence of models, based on a clear definition of 'intermediaries' and 'service providers' and permits the creation of a framework in which small businesses contribute to the social cost of transport in line with the specific features of the mode(s) of transport in which they operate;



transport in which they operate;

Or. fr

**Amendment 189**

**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Paragraph 15 a (new)**

*Motion for a resolution*

*Amendment*

***15a. Stresses that transport undertakings also include operators not directly providing transport services, such as training providers, vehicle rental companies, workshops and service centres; notes that a large majority of such operators are SMEs; calls for the needs of these operators to be taken into account in the design of legal measures and investment programmes aimed at supporting the development of SMEs;***

Or. pl

**Amendment 190**

**Christine Revault D'Allonnes Bonnefoy**

**Maria Grapini, Claudia Tapardel**

**Motion for a resolution**

**Paragraph 15 a (new)**

*Motion for a resolution*

*Amendment*

***15a. Proposes the establishment of a budget line aimed at advising SMEs in the transport sector so as to form clusters in this field, which can be joined by both consumers and other stakeholders;***

Or. en

**Amendment 191**  
**Notis Marias**

**Motion for a resolution**  
**Paragraph 15 a (new)**

*Motion for a resolution*

*Amendment*

**15a.** *Deplores the austerity measures imposed by the Troika in Greece that have undermined small transport firms;*

Or. el

**Amendment 192**  
**Christine Revault D'Allonnes Bonnefoy**  
**Maria Grapini, Karoline Graswander-Hainz, Claudia Țapardel**

**Motion for a resolution**  
**Paragraph 15 b (new)**

*Motion for a resolution*

*Amendment*

**15b.** *Notes that most providers in the collaborative economy come from outside the EU; considers that the EU needs to develop more innovative applications of this nature; proposes, in this sense, the establishment of a budget line for collaborative start-ups, particularly for training young entrepreneurs in this field;*

Or. en

**Amendment 193**  
**Jill Seymour**

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

*Amendment*

16. Regrets that the Member States' response to the development of collaborative business models has so far

16. Regrets that the Member States' response to the development of collaborative business models has so far

been very fragmented, *and considers that a coordinated, overall European level approach is indispensable; notes the Commission's reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;*

been very fragmented;

Or. en

#### **Amendment 194**

**Kosma Złotowski, Tomasz Piotr Poręba**

#### **Motion for a resolution**

##### **Paragraph 16**

###### *Motion for a resolution*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, *and* considers that a coordinated, overall European level approach is indispensable; notes the Commission's reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;

###### *Amendment*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented *and in some cases entirely inconsistent with the potential and benefits of the development of this sector, as well as contrary to consumer expectations;* considers that a coordinated, overall European level approach is indispensable; notes the Commission's reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;

Or. pl

#### **Amendment 195**

**Enrico Gasbarra**

#### **Motion for a resolution**

##### **Paragraph 16**

###### *Motion for a resolution*

16. Regrets that the Member States' response to the development of

###### *Amendment*

16. Regrets that the Member States' response to the development of

collaborative business models has so far been very fragmented, and considers that a coordinated, overall *European level* approach is indispensable; notes the Commission's reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;

collaborative business models has so far been very fragmented, and considers that a coordinated, overall approach *to developing a more growth-oriented and socially-oriented economy* is indispensable *and urgently needed, through investment in a sustainable, shared and collaborative business model*; notes the Commission's reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;

Or. it

**Amendment 196**  
**Notis Marias**

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, and considers that a coordinated, overall European level approach is indispensable; *notes the Commission's reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;*

*Amendment*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, and considers that a coordinated, overall European level approach is indispensable;

Or. el

**Amendment 197**  
**Marie-Christine Arnautu**

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

16. Regrets that the Member States'

*Amendment*

16. Regrets that the Member States'

response to the development of collaborative business models has so far been very fragmented, **and considers that a coordinated, overall European level approach is indispensable**; notes the Commission's reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;

response to the development of collaborative business models has so far been very fragmented; notes the Commission's reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;

Or. fr

**Amendment 198**  
**Marie-Christine Arnautu**

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, **and considers that a coordinated, overall European level approach is indispensable**; notes the Commission's reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;

*Amendment*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, **but takes the view that an approach respecting the particular economic and social characteristics of each Member State is indispensable**; notes the Commission's reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;

Or. fr

**Amendment 199**  
**Daniel Dalton**

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

16. Regrets that the Member States' response to the development of

*Amendment*

16. Regrets that the Member States' response to the development of

collaborative business models has so far been very *fragmented, and considers that a coordinated, overall European level approach is indispensable; notes* the Commission's *reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;*

collaborative business models has so far been very *mixed; welcomes* the Commission's *recently published guidelines on the collaborative economy, which emphasised the importance of the collaborative economy to future growth;*

Or. en

#### **Amendment 200**

**Merja Kyllönen, Pavel Telička, Kateřina Konečná**

#### **Motion for a resolution**

##### **Paragraph 16**

###### *Motion for a resolution*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, and considers that a coordinated, overall European level approach is indispensable; *notes the Commission's reasonable approach to this 'new business model' and eagerly awaits the publication of its guidelines on this topic;*

###### *Amendment*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, and considers that a coordinated, overall European level approach is indispensable; *urges the Member States to harmonize their practices as recommended in the Commission Communication on "The European Agenda for Collaborative Economy";*

Or. en

#### **Amendment 201**

**Cláudia Monteiro de Aguiar**

#### **Motion for a resolution**

##### **Paragraph 16**

###### *Motion for a resolution*

16. Regrets that the Member States' response to the development of collaborative business models has so far

###### *Amendment*

16. Regrets that the Member States' response to the development of collaborative business models has so far

been very fragmented, and considers that a coordinated, overall European level approach is indispensable; notes the Commission's *reasonable* approach to this 'new business model' *and eagerly awaits* the publication *of its guidelines on this topic*;

been very fragmented, and considers that a coordinated, overall European level approach is indispensable; notes the Commission's approach to this 'new business model' *set out in the recent* publication *COM(2016)0356*;

Or. pt

**Amendment 202**  
**Matthijs van Miltenburg**

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, and considers that a coordinated, overall European level approach is *indispensable*; notes the Commission's reasonable approach to this 'new business model' and *eagerly* awaits the publication of its guidelines on this topic;

*Amendment*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, and considers that a coordinated, overall European level approach is *desirable*; notes the Commission's reasonable approach to this 'new business model' and awaits *with interest* the publication of its guidelines on this topic;

Or. nl

**Amendment 203**  
**Fernando Ruas**

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, and considers that *a* coordinated, overall European level *approach* is indispensable; notes the Commission's reasonable approach to this

*Amendment*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, and considers that coordinated, overall European level *action* is indispensable; notes the Commission's reasonable approach to this

'new business model' and eagerly awaits the publication of its guidelines on this topic;

'new business model' and eagerly awaits the publication of its guidelines on this topic;

Or. en

**Amendment 204**  
**Dominique Riquet**

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, and considers that a coordinated, overall European level approach is indispensable; notes the Commission's reasonable approach to this 'new business model' and *eagerly awaits* the publication of its guidelines on this topic;

*Amendment*

16. Regrets that the Member States' response to the development of collaborative business models has so far been very fragmented, and considers that a coordinated, overall European level approach is indispensable; notes the Commission's reasonable approach to this 'new business model' and *notes* the publication of its guidelines on this topic;

Or. fr

**Amendment 205**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**  
**Paragraph 16 a (new)**

*Motion for a resolution*

*16a. Notes the huge potential of new technologies for the emergence of new forms of service provision in the goods transport sector; stresses, in particular, the enormous opportunities offered by drones, which are already a highly effective tool for working in difficult conditions; stresses that the European Union should support the potential of*

*Amendment*



*SMEs involved in the design, production  
and use of unmanned aircraft;*

Or. pl

**Amendment 206**  
**Isabella De Monte**

**Motion for a resolution**  
**Paragraph 16 a (new)**

*Motion for a resolution*

*Amendment*

*16a. Believes that collaborative  
business models constitute a major  
resource for the sustainable development  
of connections in outlying, mountainous  
and rural regions, and also have indirect  
benefits for the tourism sector;*

Or. it

**Amendment 207**  
**Bogusław Liberadzki**

**Motion for a resolution**  
**Paragraph 16 a (new)**

*Motion for a resolution*

*Amendment*

*16a. Reiterates, that there should be  
created encouragement for SME's to  
create online platforms which will  
contribute to the competitiveness and  
development of the transport sector;*

Or. en

**Amendment 208**  
**Notis Marias**

**Motion for a resolution**  
**Paragraph 17**

*Motion for a resolution*

*Amendment*

**17. Wonders whether the exemption granted by many European regulations to light commercial vehicles is still justified, given their major expansion in the field of goods transport;** *deleted*

Or. el

**Amendment 209**

**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Paragraph 17**

*Motion for a resolution*

*Amendment*

**17. Wonders whether the exemption granted by many European regulations to light commercial vehicles is still justified, given their major expansion in the field of goods transport;** *deleted*

Or. pl

**Amendment 210**

**Bogusław Liberadzki**

**Motion for a resolution**

**Paragraph 17**

*Motion for a resolution*

*Amendment*

**17. Wonders whether the exemption granted by many European regulations to light commercial vehicles is still justified, given their major expansion in the field of goods transport;** *deleted*

Or. en

**Amendment 211**

**Claudia Tapardel**

**Motion for a resolution**  
**Paragraph 17**

*Motion for a resolution*

*Amendment*

**17. Wonders whether the exemption granted by many European regulations to light commercial vehicles is still justified, given their major expansion in the field of goods transport;**

*deleted*

Or. en

**Amendment 212**  
**Andor Deli**

**Motion for a resolution**  
**Paragraph 17**

*Motion for a resolution*

*Amendment*

**17. Wonders whether the exemption granted by many European regulations to light commercial vehicles is still justified, given their major expansion in the field of goods transport;**

*deleted*

Or. en

**Amendment 213**  
**Pavel Telička, Dominique Riquet**

**Motion for a resolution**  
**Paragraph 17**

*Motion for a resolution*

*Amendment*

17. Wonders whether the exemption granted by many European regulations to light commercial vehicles is still justified, given their major expansion in the field of goods transport;

17. ***Is of the opinion that legislative requirements should be proportionate to the nature of business and size of the company;*** wonders ***however*** whether the exemption granted by many European regulations to light commercial vehicles is still justified, given their major expansion

in the field of goods transport *while there is not always a direct link between the weight of a vehicle and the size of the associated business*;

Or. en

**Amendment 214**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 17**

*Motion for a resolution*

17. Wonders whether the exemption granted by many European regulations to light commercial vehicles *is* still justified, given their major expansion in the field of goods transport;

*Amendment*

17. Wonders whether the exemption granted by many European regulations to light commercial vehicles *and exemptions on the grounds of distance are* still justified, given their major expansion in the field of goods transport *and the road safety risk this may entail*;

Or. es

**Amendment 215**  
**Merja Kyllönen, Kateřina Konečná**

**Motion for a resolution**  
**Paragraph 17**

*Motion for a resolution*

17. *Wonders* whether the exemption granted by many European regulations to light commercial vehicles is still justified, given their major expansion in the field of goods transport;

*Amendment*

17. *Urges the need to reconsider* whether the exemption granted by many European regulations to light commercial vehicles is still justified, given their major expansion in the field of goods transport;

Or. en

**Amendment 216**

**Kosma Zlotowski, Tomasz Piotr Poręba**

**Motion for a resolution**

**Paragraph 17 a (new)**

*Motion for a resolution*

*Amendment*

**17a. Notes that light commercial vehicles are widely used by SMEs, including in cross-border transport; notes that the smooth functioning of the digital single market, especially in the delivery of products purchased over the internet, must be based on an efficient, flexible and mobile delivery network based on light vehicles; calls for European legal measures to be adopted that will promote the functioning of existing SMEs and the creation of new SMEs in this sector;**

Or. pl

**Amendment 217**

**Gesine Meissner**

**Motion for a resolution**

**Paragraph 17 a (new)**

*Motion for a resolution*

*Amendment*

**17a. Regrets that many SMEs (such as craftsmen) still have to comply with all aspects of the tachograph regulation for their vehicles above 3,5 t although transport is not their main activity and they never reach the maximum allowed driving time;**

Or. en

**Amendment 218**

**Cláudia Monteiro de Aguiar**

**Motion for a resolution**

## Paragraph 18

### *Motion for a resolution*

18. Calls for the establishment of cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility;

### *Amendment*

18. Calls for the establishment of cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility, ***for instance by setting up innovation task forces to give full effect to the ‘shareable cities’ concept and help local, regional, and national institutions to respond effectively to the emergence of new services and products;***

Or. pt

## Amendment 219 Inés Ayala Sender

### Motion for a resolution Paragraph 18

#### *Motion for a resolution*

18. Calls for the establishment of cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility;

#### *Amendment*

18. Calls for the establishment of cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility; ***calls on public authorities to include services offered by SMEs, with a focus on urban nodes, among the range of mobility services and portfolios of public transport services available.***

Or. es

## Amendment 220 Dieter-Lebrecht Koch

### Motion for a resolution Paragraph 18

#### *Motion for a resolution*

18. Calls for the establishment of

#### *Amendment*

18. Calls for the establishment of

cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility;

cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility, ***because these firms and authorities in particular play a key role in the provision of the first and last stages of door-to-door transport services;***

Or. de

**Amendment 221**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 18**

*Motion for a resolution*

18. Calls for the establishment of cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility;

*Amendment*

18. Calls for the establishment of cooperation structures between small transport firms and ***for*** local authorities ***to draw up sustainable urban mobility plans that draw on the potential of collaborative business models*** with a view to improving the organisation of urban mobility;

Or. fr

**Amendment 222**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Motion for a resolution**  
**Paragraph 18**

*Motion for a resolution*

18. Calls for the establishment of cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility;

*Amendment*

18. Calls for the establishment of cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility ***and better aligning the existing public transport networks to the needs and expectations of passengers;***

Or. pl

**Amendment 223**  
**Claudia Tapardel**

**Motion for a resolution**  
**Paragraph 18**

*Motion for a resolution*

18. Calls for the establishment of cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility;

*Amendment*

18. Calls for the establishment of cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility, ***emphasizing development of environmentally friendly transport means***;

Or. en

**Amendment 224**  
**Andor Deli**

**Motion for a resolution**  
**Paragraph 18**

*Motion for a resolution*

18. Calls for the establishment of cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility;

*Amendment*

18. Calls for the establishment of cooperation structures between small transport firms, ***scientific research institutes*** and local authorities with a view to improving the organisation of urban mobility;

Or. en

**Amendment 225**  
**Fernando Ruas**

**Motion for a resolution**  
**Paragraph 18**

*Motion for a resolution*

18. Calls for the establishment of cooperation structures between small

*Amendment*

18. Calls for the establishment of cooperation structures between small



transport firms and local authorities with a view to improving the organisation of urban mobility;

transport firms and **regional and** local authorities with a view to improving the organisation of urban **and interurban** mobility;

Or. en

**Amendment 226**  
**Ivan Jakovčić**

**Motion for a resolution**  
**Paragraph 18**

*Motion for a resolution*

18. Calls for the establishment of cooperation structures between small transport firms and local authorities with a view to improving the organisation of urban mobility;

*Amendment*

18. Calls for the establishment of cooperation structures between small transport firms and local **and regional** authorities with a view to improving the organisation of urban mobility;

Or. hr

**Amendment 227**  
**Merja Kyllönen, Pavel Telička, Kateřina Konečná**

**Motion for a resolution**  
**Paragraph 18 a (new)**

*Motion for a resolution*

*Amendment*

**18a. Highlights that SMEs in transport sector often refrain from expansion because of the increased risks involved in cross-border business due to the divergence of legal systems of different (member) states; calls on the Commission, in co-operation of national, regional and local authorities in Member States, to develop co-operation and communication platforms in order to advise and train SMEs on different funding schemes, grants and internationalisation; asks Commission to exploit further the existing support programmes for SMEs and to give them more visibility among the**

*transport sector actors, in the context of synergies between different EU funds;*

Or. en

**Amendment 228**  
**Izaskun Bilbao Barandica**

**Motion for a resolution**  
**Paragraph 18 a (new)**

*Motion for a resolution*

*Amendment*

*18a. Encourages local authorities to make an active commitment on the urban transport decarbonisation principles set out in the White Paper on transport and urges market players to operate within the new competition and activity framework and thereby benefit from the competitive advantages of offering zero-emissions services and the progressive digitisation of their management, operations and marketing structures.*

Or. es

**Amendment 229**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 18 a (new)**

*Motion for a resolution*

*Amendment*

*18a. Calls for open data in the transport sector so as to foster new sustainable forms of mobility; suggests that data sharing should be overseen by a dedicated ethics committee that will be tasked with monitoring compliance with rules on the protection of personal data;*

Or. fr

**Amendment 230**  
**Christine Revault D'Allonnes Bonnefoy**  
**Maria Grapini, José Blanco López**

**Motion for a resolution**  
**Paragraph 18 a (new)**

*Motion for a resolution*

*Amendment*

**18a. Proposes the establishment of a budget line aimed at training youth in the transport sector so as to meet the shortage of staff, especially drivers;**

Or. en

**Amendment 231**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 18 b (new)**

*Motion for a resolution*

*Amendment*

**18b. Calls on the Commission, the Member States and local authorities to promote innovations in the sharing economy, which are themselves facilitated the emergence of collaborative business models, e.g. car-sharing, bike-sharing, shared cargo transport, shared taxis, car-pooling, buses on demand and the interconnection of these modes of transport with public transport;**

Or. fr

**Amendment 232**  
**Kateřina Konečná**  
**Merja Kyllönen, Pavel Telička**

**Motion for a resolution**  
**Paragraph 18 b (new)**

*Motion for a resolution*

*Amendment*

*18b. Calls on Commission to closely monitor, by enhanced co-operation among its Directorate-Generals, the development of the digital economy and the impacts on the "Digital Agenda" legislative initiatives to the transport sector;*

Or. en