



**2016/2100(INI)**

17.10.2016

# **AMENDMENTS**

## **1 - 84**

**Draft opinion**  
**Jacqueline Foster**  
(PE585.808v01-00)

Annual report on EU Competition Policy  
(2016/2100(INI))



**Amendment 1**  
**Christine Revault D'Allonnes Bonnefoy**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Calls on the Commission and the Member States to show greater political will towards *completing the single market for transport, in order to ensure open and fair competition between public and private operators in the transport, postal and tourism sectors;*

*Amendment*

1. Calls on the Commission and the Member States to show greater political will towards *deepening the social dimension of the internal market;*

Or. fr

**Amendment 2**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Calls on the Commission and the Member States to show greater political will towards completing the single market for transport, *in order to ensure* open and fair competition between *public and private operators* in the *transport*, postal and tourism sectors;

*Amendment*

1. Calls on the Commission and the Member States to show greater political will towards completing the single market for transport *by ensuring* open and fair competition *within and* between *different transport modes as well as* in the postal and tourism sectors *and whilst respecting other EU policies, targets and principles, such as the Paris climate agreements, the polluter pays principle, the internalisation of external costs for all modes (including those caused by climate change) and the drive towards reducing GHG emissions such as 'decarbonisation';*

Or. en

**Amendment 3**  
**Pavel Telička, Matthijs van Miltenburg**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Calls on the Commission and the Member States to show greater political will towards **completing** the single market for transport, in order to ensure open and fair competition between public and private operators in the transport, postal and tourism sectors;

*Amendment*

1. Calls on the Commission and the Member States to show greater political will towards **further developing and strengthening** the single market for transport **and establishing an equal level playing field**, in order to ensure open and fair competition between public and private operators in the transport, postal and tourism sectors;

Or. en

**Amendment 4**  
**Miltiadis Kyrkos**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Calls on the Commission and the Member States to show greater political will towards completing the single market for transport, in order to ensure open and fair competition between public and private operators in the transport, postal and tourism sectors;

*Amendment*

1. Calls on the Commission and the Member States to show greater political will towards completing the single market for transport, in order to ensure open and fair competition between public and private operators in the transport, postal and tourism sectors; **stresses the importance of connectivity and transport infrastructure for the survival, economic development and provision of public and private services in regional and remote areas;**

Or. el

**Amendment 5**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Calls on the Commission and the Member States to show greater political will towards completing the single market for transport, in order to ensure open and fair competition between public and private operators in the transport, postal and tourism sectors;

*Amendment*

1. Calls on the Commission and the Member States to show greater political will towards completing the single market for transport, in order to ensure open and fair competition between public and private operators in the transport, postal (*including cross-border parcel delivery*) and tourism sectors;

Or. pl

**Amendment 6**  
**Keith Taylor**

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

*Draft opinion*

*Amendment*

**1a. EU policy needs to balance different objectives of equal concern such as competition, sustainability, social standards and safety;**

Or. en

**Amendment 7**  
**Christine Revault D'Allonnes Bonnefoy**

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

*Draft opinion*

*Amendment*

**1a. Stresses that strengthening the social dimension is a sine qua non for the smooth functioning of the internal market for transport;**

Or. fr

**Amendment 8**  
**Kosma Złotowski, Tomasz Piotr Poręba**

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

*Draft opinion*

*Amendment*

***1a. Stresses that the need to guarantee more effective protection of transport workers' rights from abuse should not be used as a pretext to restrict free competition between entities from different Member States; calls on the Commission to respect the principles of proportionality and subsidiarity when drawing up laws that will have a significant impact on the functioning of the single transport market;***

Or. pl

**Amendment 9**  
**Christine Revault D'Allonnes Bonnefoy**

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

*Draft opinion*

*Amendment*

***1b. Stresses that the deepening of the internal market in transport must necessarily be accompanied an upward harmonisation of the different social systems;***

Or. fr

**Amendment 10**  
**Kosma Złotowski, Tomasz Piotr Poręba**

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

*Draft opinion*

*Amendment*

***1b. Notes the challenges faced by postal operators as a result of the creation of the Digital Single Market; stresses that the success of this ambitious project, in particular in the area of online trade, depends largely on the form taken by the postal parcel delivery service market; stresses the need to guarantee fair and equal cross-border competition conditions for private entities and public operators providing commercial services;***

Or. pl

**Amendment 11**

**Christine Revault D'Allonnes Bonnefoy**

**Draft opinion**

**Paragraph 1 c (new)**

*Draft opinion*

*Amendment*

***1c. Stresses that the principle of free movement of goods and services can in no way limit the ability of Member States to introduce a minimum wage and/or ensure compliance with collective agreements in force in the different modes of transport;***

Or. fr

**Amendment 12**

**Isabella De Monte, Jens Nilsson, Claudia Țapardel**

**Draft opinion**

**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1a. Hopes, therefore, that the global TEN-T network will be completed;***

**Amendment 13**  
**Enrico Gasbarra**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business and *industry*;

*Amendment*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business, *industry, economic and employment growth, sustainable development, security and territorial cohesion in addition to the strengthening and promotion of passenger rights*;

Or. it

**Amendment 14**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Highlights the fact that EU transport legislation is often *poorly implemented by* Member States; *believes that proper implementation of existing EU legislation would bring additional benefits to business and industry*;

*Amendment*

2. Highlights the fact that EU transport legislation is often *inappropriate and damaging in several* Member States *in that it leads to a race to the bottom in terms of standards, social protection and salaries; considers that the Member States should be allowed to favour employment of their own nationals where appropriate*;

Or. fr

## Amendment 15

Keith Taylor

### Draft opinion

#### Paragraph 2

##### *Draft opinion*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; *believes that proper implementation of* existing EU legislation *would* bring additional benefits to business and industry;

##### *Amendment*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States *and calls on the Commission and Member States to properly implement* existing EU legislation *to* bring additional benefits to business and industry, *citizens and the environment*;

Or. en

## Amendment 16

Pavel Telička, Matthijs van Miltenburg

### Draft opinion

#### Paragraph 2

##### *Draft opinion*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business *and industry*;

##### *Amendment*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation, *which the Commission should be enforcing more strictly*, would bring additional benefits to business, *industry and consumers*;

Or. en

## Amendment 17

Claudia Țapardel, István Ujhelyi, Isabella De Monte

### Draft opinion

#### Paragraph 2

*Draft opinion*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business and industry;

*Amendment*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business and industry, ***and would improve the status and social conditions of workers.***

Or. en

**Amendment 18**  
**Notis Marias**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. ***Highlights*** the fact that EU transport legislation is often poorly implemented by Member States; ***believes*** that ***proper implementation of existing EU legislation would bring additional benefits to business and industry;***

*Amendment*

2. ***Deplores*** the fact that EU transport legislation is often poorly implemented by Member States ***and*** that ***Union funding for this sector is insufficient;***

Or. el

**Amendment 19**  
**Olga Sehnalová**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation ***would bring additional benefits to business and industry;***

*Amendment*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation ***is key to the proper functioning of the internal market;***

**Amendment 20**  
**Miltiadis Kyrkos**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business and industry;

*Amendment*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States, ***particularly where transport is managed as a monopoly by central government***; believes that proper implementation of existing EU legislation would bring additional benefits to business and industry;

Or. el

**Amendment 21**  
**Merja Kyllönen**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business and industry;

*Amendment*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business and industry ***and would improve the situation of workers***;

Or. fi

**Amendment 22**  
**Kosma Zlotowski, Tomasz Piotr Poręba**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business and industry;

*Amendment*

2. Highlights the fact that EU transport legislation is often poorly implemented ***and treaty principles are not respected*** by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business and industry;

Or. pl

**Amendment 23**  
**Christine Revault D'Allonnes Bonnefoy**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business and ***industry***;

*Amendment*

2. Highlights the fact that EU transport legislation is often poorly implemented by Member States; believes that proper implementation of existing EU legislation would bring additional benefits to business, ***industry*** and ***workers***;

Or. fr

**Amendment 24**  
**Jens Nilsson, Isabella De Monte, Claudia Tapardel**

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

*Draft opinion*

*Amendment*

***2a. Emphasises that any competition policy should at the same time encourage and respect the social rights of all workers in the concerned sectors.***

**Amendment 25**  
**Isabella De Monte, Jens Nilsson**

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

*Draft opinion*

*Amendment*

**2a. Stresses that any competition policy should respect the social rights of all operators in the sectors concerned;**

Or. it

**Amendment 26**  
**Kosma Złotowski, Tomasz Piotr Poręba**

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

*Draft opinion*

*Amendment*

**2a. Expresses concern at the impact the Commission's proposed changes to Directive 96/71/EC could have on the transport sector; stresses that attempts to harmonise minimum wage laws are at odds with the principle of subsidiarity, would lead to discrimination against entities in certain Member States and could seriously undermine the freedom to provide services within the EU;**

Or. pl

**Amendment 27**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Stresses the **importance** of **removing** physical, technical and regulatory barriers between Member States in order to prevent fragmentation in the single market and **thereby** stimulate competition;

*Amendment*

3. Stresses **that** the **removal** of physical, technical and regulatory barriers between Member States in order to prevent fragmentation in the single market and stimulate competition **should not adversely affect specific national situations**;

Or. fr

**Amendment 28**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Stresses the importance of removing physical, technical and regulatory barriers between Member States in order to prevent fragmentation in the single market and thereby stimulate competition;

*Amendment*

3. Stresses the importance of removing physical, technical and regulatory barriers between Member States in order to prevent fragmentation in the single market and thereby stimulate competition; **draws the Commission's attention to the indirect obstacles to competition arising from disparity in rules on taxation, safety, disparity of driving and rest times, type-approval and passenger rights**;

Or. en

**Amendment 29**  
**Miltiadis Kyrkos**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Stresses the importance of removing physical, technical and regulatory barriers between Member States

*Amendment*

3. Stresses the importance of removing physical, technical and regulatory barriers between Member States

in order to prevent fragmentation in the single market and thereby stimulate competition;

in order to prevent fragmentation in the single market and ***congestion in cross-border mobility, which harm development, and*** thereby *to* stimulate competition;

Or. el

**Amendment 30**  
**Fernando Ruas**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Stresses the importance of removing physical, technical and regulatory barriers between Member States in order to prevent fragmentation in the single market and thereby stimulate competition;

*Amendment*

3. Stresses the importance of removing physical, technical and regulatory barriers between Member States in order to prevent fragmentation in the single market and thereby stimulate competition ***and cross-border territorial cooperation;***

Or. pt

**Amendment 31**  
**Enrico Gasbarra**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Stresses the importance of removing physical, technical and regulatory barriers between Member States in order to prevent fragmentation in the single market and thereby stimulate competition;

*Amendment*

3. Stresses the importance of removing physical, technical and regulatory barriers between Member States in order to prevent fragmentation in the single market and thereby stimulate ***development through fair*** competition;

Or. it

**Amendment 32**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

**3a. Regrets the Commission's failure to react quickly and decisively to attempts by some Member States to restrict free competition in the transport sector; calls for these practices to be abolished and for all possible measures to be taken to guarantee equal access to the single market under the same conditions for entities operating in that sector from all Member States;**

Or. pl

**Amendment 33**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

**3a. Calls on the Commission to study the impact of the obligatory and unlimited charges for rail infrastructure use in comparison to the non-obligatory and limited charges for the use of road infrastructure as well as the aviation's exemptions from kerosene taxation and VAT on certain flight tickets in comparison to other competing transport modes;**

Or. en

**Amendment 34**  
**Isabella De Monte, Jens Nilsson**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

**3a. Stresses the importance of tourism, the third economic activity in Europe after trade and the building sector, to boost competition and growth in the EU;**

Or. it

**Amendment 35**  
**Merja Kyllönen**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

*Amendment*

**4. Recognises the advances in digital technologies in the transport and tourism sectors, which promote competition, create jobs and benefit the consumer;**

**4. Stresses that digitalisation will bring significant changes in the operating environment, revenue generation model and market of the transport and tourism sectors, and will create opportunities, particularly for small undertakings, to operate in a wider market; underlines the need to invite new operators in the area to a dialogue;**

Or. fi

**Amendment 36**  
**Pavel Telička, Matthijs van Miltenburg**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

*Amendment*

**4. Recognises the advances in digital technologies in the transport and tourism sectors, which promote competition, create jobs and benefit the consumer;**

**4. Welcomes the advances in digital technologies in the transport and tourism sectors, in particular for facilitating the development of the collaborative economy, for bringing into play new**

*operators and for challenging existing monopolies to the benefit of consumers; points out that an appropriate and clear legal framework is required to grasp the benefits of the digitalisation process and calls on the Commission to monitor its development so that it does not give rise to dominant market positions;*

Or. en

**Amendment 37**  
**Fernando Ruas**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Recognises the advances in digital technologies in the transport and tourism sectors, which promote competition, create jobs and *benefit* the consumer;

*Amendment*

4. Recognises the advances in digital technologies in the transport and tourism sectors, which promote competition, *trade, and short-term travel, encourage the use of best practice*, create jobs and *bring tangible benefits to* the consumer; *maintains that a proper legislative framework is needed for the new economic activities being engendered by the latest technological state of the art;*

Or. pt

**Amendment 38**  
**Claudia Țapardel, István Ujhelyi, Isabella De Monte**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Recognises the advances in digital technologies in the transport and tourism sectors, which promote competition, create jobs and *benefit* the consumer;

*Amendment*

4. Recognises the advances in digital technologies in the transport and tourism sectors, which promote competition, create jobs and *facilitate the access of SMEs to larger markets, ultimately benefiting* the

consumer; *at the same time, it calls on the Commission to provide a clear regulatory framework that would allow for further innovation while protecting incumbent players.*

Or. en

**Amendment 39**  
**Enrico Gasbarra**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Recognises the advances in digital technologies in the transport and tourism sectors, which promote competition, create jobs and benefit the consumer;

*Amendment*

4. Recognises the advances in digital technologies in the transport and tourism sectors, which promote competition, create jobs, *facilitate access to research among the proposals on offer* and benefit the consumer;

Or. it

**Amendment 40**  
**Notis Marias**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. *Recognises* the advances in digital technologies in the transport and tourism sectors, which promote competition, create jobs and benefit the consumer;

*Amendment*

4. *Points out* the advances in digital technologies in the transport and tourism sectors, which promote competition, create jobs and benefit the consumer;

Or. el

**Amendment 41**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

**4a.** *Stresses that entities operating on the basis of new business models influence the EU's transport and tourism market in a positive way, in particular by making services more accessible and improving their quality; notes, however, the many potential risks connected with the functioning of those entities, in particular in relation to the fulfilment of their tax obligations and compliance with labour law;*

Or. pl

**Amendment 42**  
**Notis Marias**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

*Amendment*

5. *Welcomes* the Commission's intention to negotiate external aviation agreements with several key countries and regions in the world; *believes that these will not only improve market access, but will also provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers;*

5. *Notes* the Commission's intention to negotiate external aviation agreements with several key countries and regions in the world;

Or. el

**Amendment 43**  
**Christine Revault D'Allonnes Bonnefoy**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Welcomes the **Commission's intention to negotiate** external aviation agreements with several key countries and regions in the world; believes that these will not only improve market access, but will also provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers;

*Amendment*

5. **Calls on the Commission, in negotiating** external aviation agreements with several key countries and regions in the world, **to include a fair competition clause in order to ensure equitable and fair competition in the internal market; stresses that these trade agreements must be based on the principle of reciprocity;** believes that these **agreements** will not only improve market access, but will also provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers;

Or. fr

**Amendment 44**

**Jens Nilsson, Isabella De Monte, Claudia Tapardel**

**Draft opinion**

**Paragraph 5**

*Draft opinion*

5. Welcomes the Commission's intention to negotiate external aviation agreements with several key countries and regions in the world; believes that these will not only improve market access, but will also provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers;

*Amendment*

5. Welcomes the Commission's intention to negotiate external aviation agreements with several key countries and regions in the world; believes that these will not only improve market access, but will also provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers; **whilst always taking into consideration the social rights if the workers in the sector and working against social dumping in the aviation sector.**

Or. en

**Amendment 45**

**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. **Welcomes** the **Commission's intention** to negotiate external aviation agreements with several key countries and regions in the world; **believes** that these **will not only** improve market access, **but will also** provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers;

*Amendment*

5. **Notes** the **mandates for the Commission** to negotiate external aviation agreements with several key countries and regions in the world; **requires the Commission to inform national governments and parliaments regularly and transparently of the progress of the negotiations**; **considers** that these **agreements must** improve market access **and** provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers; **insists that these agreements should maintain high-quality jobs**; **insists that they should be subject to approval by national parliaments**;

Or. fr

**Amendment 46**  
**Merja Kyllönen**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. **Welcomes the Commission's intention to negotiate** external aviation agreements with several key countries and regions in the world; **believes** that **these** will not only improve market access, but will also provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers;

*Amendment*

5. **Believes** that **the EU's** external aviation agreements with several key countries and regions in the world will not only improve market access, but will also provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers;

Or. fi

**Amendment 47**  
**Pavel Telička, Matthijs van Miltenburg**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Welcomes the Commission's intention to negotiate external aviation agreements with several key countries and regions in the world; believes that these will not only improve market access, but will also provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers;

*Amendment*

5. Welcomes the Commission's intention to negotiate external aviation agreements with several key countries and regions in the world; believes that these will not only improve market access, but will also provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers; ***stresses that the European parliament has an important role to play in these negotiations;***

Or. en

**Amendment 48**  
**Claudia Tapardel, István Ujhelyi, Isabella De Monte**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Welcomes the Commission's intention to negotiate external aviation agreements with several key countries and regions in the world; believes that these will not only improve market access, but will also provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers;

*Amendment*

5. Welcomes the Commission's intention to negotiate external aviation agreements with several key countries and regions in the world; believes that these will not only improve market access, but will also provide new business opportunities for a world-beating European aviation sector, creating jobs and benefiting consumers, ***while upholding high standards of safety for all consumers.***

Or. en

**Amendment 49**  
**Massimiliano Salini**

**Draft opinion**  
**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5a. Calls on the Commission to treat with due attention the profile of state aid in infrastructure, to strike a fair balance between the protection of competition, the specific nature of the infrastructure and the competence of the Member States;**

Or. it

**Amendment 50**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5a. Encourages the Commission to foster coherence, including on EU subsidies, between those airports that are geographically located close to each other but on different sides of national borders;**

Or. en

**Amendment 51**  
**Notis Marias**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

*Amendment*

**6. Considers that the conclusion of the Port Services Regulation should create a more open, competitive and transparent regulatory framework for**

**deleted**

*public ports in Europe, whilst creating additional job opportunities;*

Or. el

**Amendment 52**  
**Massimiliano Salini**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Considers that *the conclusion of the* Port Services *Regulation should create a more* open, competitive and transparent regulatory framework for public ports in Europe, whilst creating additional job opportunities;

*Amendment*

6. Considers that *with regard to* port services, *an increasingly* open, competitive and transparent regulatory framework *needs to be created* for public ports in Europe, whilst creating additional job opportunities;

Or. it

**Amendment 53**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. *Considers* that the conclusion of the Port Services Regulation *should* create a more open, competitive and transparent regulatory framework for public ports in Europe, *whilst creating additional job opportunities;*

*Amendment*

6. *Hoped* that the conclusion of the Port Services Regulation *would* create a more open, *fair*, competitive and transparent regulatory framework for public ports in Europe, *but regrets that the Commission has still not published guidelines for state support to ports;*

Or. en

**Amendment 54**  
**Christine Revault D'Allonnes Bonnefoy**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Considers that the conclusion of the Port Services Regulation should create a more open, competitive and transparent regulatory framework for public ports in Europe, ***whilst creating additional job opportunities***;

*Amendment*

6. Considers that the conclusion of the Port Services Regulation should create a more open, competitive and transparent regulatory framework for public ports in Europe, ***a framework that offers workers better protection, in respect of staff transfer and training in particular***;

Or. fr

**Amendment 55**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Considers that the conclusion of the Port Services Regulation should create a more open, competitive and transparent regulatory framework for public ports in Europe, whilst creating additional job opportunities;

*Amendment*

6. Considers that the conclusion of the Port Services Regulation should create a more open, competitive and transparent regulatory framework for public ports in Europe, whilst creating additional job opportunities; ***recalls that any liberalisation of the sector must not be at the expense of public service obligations and of safety rules, in particular as regards towing, mooring and pilotage operations; takes the view that Member States should be authorised to require such operations to be performed by vessels flying their national flag; demands that, in those sectors, the Member States which so wish should be allowed to put in place policies to ensure that priority is given to their nationals***;

Or. fr

**Amendment 56**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. *Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field;*

*Amendment*

*deleted*

Or. fr

**Amendment 57**  
**Christine Revault D'Allonnes Bonnefoy**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. *Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field;*

*Amendment*

7. *Stresses that the lack of social harmonisation and the absence of effective implementation of European social legislation have contributed to the process of liberalisation of the road haulage market taking place to the detriment of the working conditions of workers in the sector; reiterates the European Parliament's opposition to any further liberalisation of road cabotage; considers that progressive opening of the road haulage market can bring benefits to consumers;*

Or. fr

**Amendment 58**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. *Considers* that increased competition brought about by the gradual opening up of the EU road haulage market *can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field;*

*Amendment*

7. *Notes* that increased competition brought about by the gradual opening up of the EU road haulage market *has led to unfair competition; welcomes, therefore, the measures taken by certain Member States aimed at requiring international carriers to pay their truck drivers at least the minimum wage of the State in whose territory they are operating; considers that every Member State should be able to oblige international hauliers, where their drivers are operating in its territory, to comply with its regulations on employment law and to pay social security contributions on the same basis as national carriers;*

Or. fr

**Amendment 59**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, *but expresses concern* that certain measures being applied by some Member States are undermining the integrity of the single market in this field;

*Amendment*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers; *strongly condemns the fact* that certain measures being applied by some Member States are undermining the integrity of the single market in this field;

Or. pl

**Amendment 60**  
**Miltiadis Kyrkos**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field;

*Amendment*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States - ***for instance the poor controls on the provisions governing road cabotage, the rigidity of the driving and rest times which creates unequal conditions of competition for peripheral Member States and the disparities in Member States' economies which encourage social dumping practices in the transport sector*** - are undermining the integrity of the single market in this field;

Or. el

**Amendment 61**  
**Massimiliano Salini**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, ***but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field;***

*Amendment*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers ***and calls on the Commission and the Member States to take decisions that are able tangibly to obviate the practices of cabotage and social dumping;***

Or. it

## Amendment 62

Keith Taylor

### Draft opinion

#### Paragraph 7

##### *Draft opinion*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field;

##### *Amendment*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field; ***furthermore deploras that smaller vans are not appropriately addressed in EU policy despite the fact that they are increasingly used to circumvent the correct application of legislation on employment, safety and environmental protection;***

Or. en

## Amendment 63

Claudia Țapardel, István Ujhelyi

### Draft opinion

#### Paragraph 7

##### *Draft opinion*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field;

##### *Amendment*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field; ***believes such measures can be avoided through a better coordination between Member States and calls on the Commission to establish a European Road Agency.***

Or. en

**Amendment 64**  
**Pavel Telička, Matthijs van Miltenburg**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field;

*Amendment*

7. Considers that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field; **welcomes the readiness of the Commission to confront such protectionist measures;**

Or. en

**Amendment 65**  
**Fernando Ruas**

**Draft opinion**  
**Paragraph 7**

*Draft opinion*

7. **Considers** that increased competition brought about by the gradual opening up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field;

*Amendment*

7. **Believes** that increased competition brought about by the gradual opening-up of the EU road haulage market can bring benefits to consumers, but expresses concern that certain measures being applied by some Member States are undermining the integrity of the single market in this field;

Or. pt

**Amendment 66**  
**Isabella De Monte, Jens Nilsson**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

**7a.** *Hopes that this opening up of the road haulage market will not be a further cause of social dumping and deplores, in addition, the 'letterbox company' phenomenon;*

Or. it

**Amendment 67**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

**7a.** *Invites the Commission to closely monitor oligopolistic price dumping tendencies in particular in the aviation as well as the long-distance / line-bus sectors and insists on the correct application of EU law and a fair competitive intermodal playing field;*

Or. en

**Amendment 68**  
**Notis Marias**

**Draft opinion**  
**Paragraph 8**

*Draft opinion*

*Amendment*

**8.** *Welcomes a speedy conclusion to the negotiations on the Fourth Railway Package and believes this should further open up the railway sector to competition.*

**8.** *Expects to be apprised of the results of the negotiations on the Fourth Railway Package.*

Or. el

**Amendment 69**  
**Marie-Christine Arnautu**

**Draft opinion**  
**Paragraph 8**

*Draft opinion*

8. Welcomes *a speedy conclusion to* the negotiations on the Fourth Railway Package and *believes this should further open up the railway sector to competition.*

*Amendment*

8. *Calls, in the context of* the negotiations on the Fourth Railway Package, *for the utmost attention to be paid to the consequences for the security and maintenance of the network and for the quality and accessibility of services, including in remote and unprofitable areas;*

Or. fr

**Amendment 70**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 8**

*Draft opinion*

8. Welcomes *a speedy conclusion to the* negotiations on the Fourth Railway Package and believes *this should further open up the railway sector to competition.*

*Amendment*

8. Welcomes *the conclusion of* negotiations on the *technical pillar of the* Fourth Railway Package and believes *that the new system of harmonised rules for the rail sector in the EU will lead to time and cost savings rendering the sector more competitive; regrets that the political pillar will not bring innovation nor advancement to the sector;*

Or. en

**Amendment 71**  
**Claudia Tapardel, István Ujhelyi, Isabella De Monte**

**Draft opinion**  
**Paragraph 8**

*Draft opinion*

8. Welcomes a *speedy* conclusion to the negotiations on the Fourth Railway Package and believes *this should further open up the railway sector to competition.*

*Amendment*

8. Welcomes a conclusion to the negotiations on the Fourth Railway Package and believes *its implementation will improve the efficiency of the rail sector.*

Or. en

**Amendment 72**

**Christine Revault D'Allonnes Bonnefoy**

**Draft opinion**

**Paragraph 8**

*Draft opinion*

8. *Welcomes a speedy* conclusion to the negotiations on the Fourth Railway Package and believes *this should further open up the railway sector to competition.*

*Amendment*

8. *Calls for the* conclusion of the negotiations on the Fourth Railway Package and believes *that this will create the conditions for a balanced and controlled openness in the railway industry, in particular in order to ensure the quality and continuity of public service obligations;*

Or. fr

**Amendment 73**

**Merja Kyllönen**

**Draft opinion**

**Paragraph 8**

*Draft opinion*

8. Welcomes a speedy conclusion to the negotiations on the Fourth Railway Package and believes *this should further open up the railway sector to competition.*

*Amendment*

8. Welcomes a speedy conclusion to the negotiations on the Fourth Railway Package and believes *that the implementation of this package will improve the efficiency and attractiveness of European rail transport.*

Or. fi

**Amendment 74**  
**Massimiliano Salini**

**Draft opinion**  
**Paragraph 8**

*Draft opinion*

8. Welcomes a speedy conclusion to the negotiations on the Fourth Railway Package and believes this should further open up the railway *sector* to competition.

*Amendment*

8. Welcomes a speedy conclusion to the negotiations on the *market pillar of the* Fourth Railway Package and believes this should further open up *railway passenger transport to competition; welcomes, lastly, the adoption of the technical pillar of the Fourth Railway Package, in order to harmonise and strengthen rail safety at EU level, whilst at the same time removing the technical barriers* to competition *through interoperability;*

Or. it

**Amendment 75**  
**Kosma Złotowski, Tomasz Piotr Poręba**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

*8a. Strongly opposes the exploitation of environmental and safety laws, in particular in the rail transport sector, to restrict competition in the EU; highlights the need for rational law-making and for administrative pressure on SMEs in the transport sector to be reduced;*

Or. pl

**Amendment 76**  
**Claudia Țapardel, István Ujhelyi, Isabella De Monte, Jens Nilsson**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

**8a.** *Recalls that tourism is an important driver of economic and social development, and pursuant to Article 195 of the TFEU, which gives the EU the responsibility to promote the competitiveness of the European tourism sector, calls on the Commission to create a holistic and favourable environment for its growth and development.*

Or. en

**Amendment 77**

**Pavel Telička, Matthijs van Miltenburg**

**Draft opinion**

**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

**8a.** *Stresses that postal services and especially cross-border parcel delivery are of fundamental importance for the development of the e-commerce sector across the EU; welcomes the Commission antitrust inquiry into the e-commerce sector and encourages it to continue monitoring the development of the parcel and postal markets;*

Or. en

**Amendment 78**

**Massimiliano Salini**

**Draft opinion**

**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

**8a.** *Calls for the use of EU funds such as the Connecting Europe Facility (CEF),*

*the Cohesion Fund, the European Fund for Regional Development (ERDF) and Horizon 2020 to develop European transport infrastructure and increase the quantity and quality of services;*

Or. it

**Amendment 79**  
**Keith Taylor**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

*8a. Encourages the Commission to further strengthen tourists' rights, for instance through the promotion of a charter and/or standards and to make efforts to harmonise a European accommodation classification system;*

Or. en

**Amendment 80**  
**Olga Sehnalová**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

*8a. Calls on the Member States to devote sufficient attention to completing cross-border infrastructural projects and to coordinate their most important transport plans with neighbouring Member States*

Or. cs

**Amendment 81**  
**Massimiliano Salini**

**Draft opinion**  
**Paragraph 8 b (new)**

*Draft opinion*

*Amendment*

***8b. Considers it important to use in full innovative financial instruments such as the European Fund for Strategic Investments, which are suitable for financing transport sector projects to support growth and competitiveness; stresses, however, that the resources earmarked for the EFSI Guarantee Fund cannot be at the expense of the CEF or Horizon 2020, which are vital instruments for the development of a common market in the transport sector.***

Or. it

**Amendment 82**  
**Kosma Zlotowski, Tomasz Piotr Poręba**

**Draft opinion**  
**Paragraph 8 b (new)**

*Draft opinion*

*Amendment*

***8b. Stresses that the full opening-up of the rail transport market could bring a number of benefits to operators and passengers from all Member States; notes, however, the need to take account of the differing degrees of development of rail infrastructure in the Member States in that process; stresses the need to maintain, in the next multiannual financial framework, current levels of investment in evening out differences in rail infrastructure;***

Or. pl

**Amendment 83**

**Keith Taylor**

**Draft opinion**

**Paragraph 8 b (new)**

*Draft opinion*

*Amendment*

**8b. Reiterates the calls on the Commission to guarantee fair and equal compensation schemes for cancellation and delays across all transport modes, and to insist on the setting-up of independent bodies to arbitrate between operators and clients;**

Or. en

**Amendment 84**

**Olga Sehnalová**

**Draft opinion**

**Paragraph 8 b (new)**

*Draft opinion*

*Amendment*

**8b. Stresses the need to finance sustainable, accessible, safe transport projects that could help to improve the functioning of the whole European transport system ;**

Or. cs