



**2015/2348(INI)**

19.10.2016

# **AMENDMENTS**

## **1 - 210**

**Draft report**  
**Inés Ayala Sender**  
(PE589.115v01-00)

Logistics in the EU and multimodal transport in the new TEN-T corridors  
(2015/2348(INI))



Amendment 1  
**Matthijs van Miltenburg, Pavel Telička**

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

*Motion for a resolution*

*Amendment*

- *having regard to the White Paper - Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system (COM(2011)144);*

Or. en

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

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

*Motion for a resolution*

*Amendment*

- *having regard to Protocol (No 1) of the Treaty on the Functioning of the European Union (TFEU) on the role of national Parliaments in the European Union,*

Or. el

**Amendment 3**  
**Notis Marias**

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

*Motion for a resolution*

*Amendment*

- *having regard to Protocol (No 2) to the Treaty on the Functioning of the European Union (TFEU) on the application of the principles of subsidiarity and proportionality,*

**Amendment 4**  
**Matthijs van Miltenburg, Pavel Telička**

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

*Motion for a resolution*

*Amendment*

- *having regard to Commission Communication on Strengthening European Investment for jobs and growth: towards a second phase of the European Fund for Strategic Investment and a new European External Investment Plan (COM 2016/581);*

Or. en

**Amendment 5**  
**Jozo Radoš, Ivan Jakovčić**

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

*Motion for a resolution*

*Amendment*

- *having regard to the Commission communication of 16 February 2016 on an EU strategy for liquefied natural gas and gas storage (COM(2016)049)*

Or. en

**Amendment 6**  
**Matthijs van Miltenburg, Pavel Telička**

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

*Motion for a resolution*

*Amendment*

- *having regard to the Commission Communication on Accelerating Europe's transition to a low-carbon economy (COM(2016)0500),*

Or. en

**Amendment 7**

**Matthijs van Miltenburg, Pavel Telička**

**Motion for a resolution**

**Citation 8 a (new)**

*Motion for a resolution*

*Amendment*

- *having regard to the Corridor Work Plans, drawn up by the European TEN-T Coordinators,*

Or. en

**Amendment 8**

**Ivo Belet**

**Motion for a resolution**

**Citation 12 a (new)**

*Motion for a resolution*

*Amendment*

- *having regard to its resolution of 14 September 2016 on social dumping in the European Union,*

Or. en

**Amendment 9**

**Marie-Christine Arnautu**

**Motion for a resolution**

**Recital A**

*Motion for a resolution*

A. whereas efficient transport and logistics are essential for the effective functioning of the EU's internal market and important for ensuring competitiveness, creating new business and employment opportunities, protecting the environment **and mitigating climate change**;

*Amendment*

A. whereas efficient transport and logistics are essential for the effective functioning of the EU's internal market and important for ensuring competitiveness, creating new business and employment opportunities **and** protecting the environment;

Or. fr

**Amendment 10**  
**Karima Delli**

**Motion for a resolution**  
**Recital A**

*Motion for a resolution*

A. whereas efficient transport and logistics are essential for the effective functioning of the EU's internal market and important for ensuring competitiveness, creating new business and employment opportunities, protecting the environment and mitigating climate change;

*Amendment*

A. whereas efficient transport and logistics are essential for the effective functioning of the EU's internal market and important for ensuring competitiveness, creating new business and employment opportunities, protecting the environment and mitigating climate change, **according to the third goal of the Commission's White paper on Transport namely to shift 30 % of road freight over 300km to more sustainable modes such as rail and waterborne transport by 2030, and more than 50 % by 2015, which requires also the development of appropriate infrastructure**;

Or. en

**Amendment 11**  
**Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský**

**Motion for a resolution**  
**Recital A**

*Motion for a resolution*

A. whereas efficient transport and logistics are essential for the effective functioning of the EU's internal market and important for ensuring competitiveness, creating new business and employment opportunities, protecting the environment **and** mitigating climate change;

*Amendment*

A. whereas **modern** efficient transport and logistics are essential for the effective functioning of the EU's internal market and important for ensuring competitiveness, creating new business and employment opportunities, protecting the environment, mitigating climate change **and reducing carbon dioxide emissions in transport**;

Or. pl

**Amendment 12**  
**Andor Deli**

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

*Motion for a resolution*

**Amendment 13**  
**Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský**

**Motion for a resolution**  
**Recital B**

*Motion for a resolution*

B. whereas a forward-looking EU logistics policy should strive to help the logistics sector maintain its global competitiveness and contribution to the EU economy in the light of evolving economic, societal and technological trends and trade links worldwide;

*Amendment*

**Aa. whereas creation of a Single European Transport Area was confirmed as the ultimate objective of the 2011 White Paper on Transport**;

Or. en

*Amendment*

B. whereas a forward-looking EU logistics policy should strive to help the logistics sector maintain its global competitiveness and contribution to the **growth of the** EU economy in the light of evolving economic, societal and technological trends and trade links

worldwide;

Or. pl

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

**Motion for a resolution**  
**Recital B**

*Motion for a resolution*

B. whereas a forward-looking EU logistics policy should strive to help the logistics sector maintain its global competitiveness and contribution to the EU economy in the light of evolving economic, *societal* and technological trends and trade links worldwide;

*Amendment*

B. whereas a forward-looking EU logistics policy should strive to help the logistics sector maintain its global competitiveness and contribution to the EU economy in the light of evolving economic and technological trends and trade links worldwide;

Or. fr

**Amendment 15**  
**Inés Ayala Sender**

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

*Motion for a resolution*

***Ba. whereas TEN-T policy aims at enabling efficient, smart and sustainable transport services within and between all modes, future-oriented logistics and multimodal transport solutions call in a particular way for cross-sectorial cooperation;***

*Amendment*

Or. en

**Amendment 16**  
**Claudia Schmidt**



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

*Motion for a resolution*

*Amendment*

**Ba.** *whereas transport drones present new possibilities for transporting goods in the logistics chain, in order to fulfil their potential, a harmonised legal basis and seamless coordination with traditional modes of transport are necessary to guarantee European competitiveness in the future;*

Or. de

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

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

*Motion for a resolution*

*Amendment*

**Ba.** *whereas there are still considerable differences among the Member States in the levels of transport efficiency and effectiveness, as they are a reflection of their economic strength, the role of industry in the countries, and their geographic conditions, infrastructure quality and population density;*

Or. pl

**Amendment 18**  
**Francesc Gambús**

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

*Motion for a resolution*

*Amendment*

**Ba.** *in view of the current level of implementation of the priority corridors*

*agreed in the European transport network, which could considerably benefit the economies of countries that have been severely affected by the economic crisis;*

Or. es

**Amendment 19**  
**Inés Ayala Sender**

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

*Motion for a resolution*

*Amendment*

*Bb. whereas TEN-T corridors stimulate synergies through strengthened emphasis on terminals and urban nodes as well as the integration of intelligent and clean fuel transport systems, the complementarity access function of the comprehensive network is also vital;*

Or. en

**Amendment 20**  
**Francesc Gambús**

**Motion for a resolution**  
**Recital B b (new)**

*Motion for a resolution*

*Amendment*

*Bb. whereas problems have been identified in freight transport linked to the differing voltages in cross-border connections;*

Or. es

**Amendment 21**  
**Francesc Gambús**

**Motion for a resolution**  
**Recital B c (new)**

*Motion for a resolution*

*Amendment*

***Bc. whereas multimodal transport links between ports, airports and the core TEN-T corridors need to be prioritised to drive forward the EU's economy and job creation;***

Or. es

**Amendment 22**  
**Francesc Gambús**

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

*Motion for a resolution*

*Amendment*

***Bd. whereas such prioritisation could reduce the amount of CO2 emissions linked to road transport and sea transport, and could also reduce transport times;***

Or. es

**Amendment 23**  
**Matthijs van Miltenburg**

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

*Motion for a resolution*

*Amendment*

***EU logistics and the need for additional measures in the TEN-T programme: a logistics coordinator***

***EU logistics as an integral part of EU transport policies***

Or. en

**Amendment 24**  
**Merja Kyllönen, Stelios Kouloglou**

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

*Motion for a resolution*

EU logistics and the need for additional measures in the TEN-T programme: ***a logistics coordinator***

*Amendment*

EU logistics and the need for additional measures in the TEN-T programme

Or. en

**Amendment 25**  
**Dominique Riquet**

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

*Motion for a resolution*

1. Highlights ***the importance of ensuring free movement of persons, goods and services, including by an efficient and sustainable freight transport system, for the prosperity and*** economic, social and territorial cohesion of the EU;

*Amendment*

1. Highlights ***the fact that the efficiency and sustainability of the goods transport system and its logistics are essential to the proper functioning of the free movement of persons, goods and services, which are key to the*** economic, social and territorial cohesion of the EU;

Or. fr

**Amendment 26**  
**Marie-Christine Arnautu**

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

*Motion for a resolution*

1. Highlights the importance ***of*** ensuring free movement of persons, goods and services, including by an efficient and sustainable freight transport system, for the prosperity and economic, ***social*** and

*Amendment*

1. Highlights the importance ***attached to*** ensuring free movement of persons, goods and services, including by an efficient and sustainable freight transport system, for the prosperity ***of multinational***

territorial cohesion of the EU;

*businesses* and *the* economic and territorial cohesion of the EU;

Or. fr

#### **Amendment 27**

**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet, Gesine Meissner**

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

##### **Paragraph 1**

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

1. Highlights the importance of ensuring free movement of persons, goods and services, including by an efficient and sustainable freight transport system, for the prosperity and economic, social and territorial cohesion of the EU;

###### *Amendment*

1. Highlights the importance of ensuring free movement of persons, goods and services, including by an efficient and sustainable freight transport system, for the *development of the internal market*, prosperity and economic, social and territorial cohesion of the EU;

Or. es

#### **Amendment 28** **Dubravka Šuica**

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

##### **Paragraph 1**

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

1. Highlights the importance of ensuring free movement of persons, goods and services, including by an efficient and sustainable freight transport system, for the prosperity and economic, social and territorial cohesion of the EU;

###### *Amendment*

1. Highlights the importance of ensuring free movement of persons, goods and services, including by an efficient and sustainable *passenger and* freight transport system, for the prosperity and economic, social and territorial cohesion of the EU;

Or. hr

#### **Amendment 29** **Merja Kyllönen, Stelios Kouloglou**

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

*Motion for a resolution*

*Amendment*

***1a. Stresses that TEN-T should be considered as a crucial instrument to meet the decarbonisation objective of the European transport policy; urges, therefore, that every single transport project funded with EU money should contribute to the decarbonisation i.e. reduction of greenhouse gas emissions, established through a transparent and open methodology;***

Or. en

**Amendment 30**  
**Marie-Christine Arnautu**

**Motion for a resolution**  
**Paragraph 2**

*Motion for a resolution*

*Amendment*

2. Considers that a seamless EU infrastructure system will only deliver its benefits to the logistics sector if the Union's agreed legislation is properly transposed into national law, avoiding additional legal requirements that hamper the free exchange of goods; ***calls on the Member States to refrain from introducing new barriers, and urges the Commission to bring to the Court of Justice Member States that delay the implementation of EU law;***

2. Considers that a seamless EU infrastructure system will only deliver its benefits to ***multinational businesses in*** the logistics sector if the Union's agreed legislation is properly transposed into national law, avoiding additional legal requirements that hamper the free exchange of goods, ***which currently constitutes the only objective really pursued by the EU;***

Or. fr

**Amendment 31**  
**Notis Marias**

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**Motion for a resolution**  
**Paragraph 2**

*Motion for a resolution*

2. Considers that a seamless EU infrastructure system will only deliver its benefits to the logistics sector if the Union's agreed legislation is properly transposed into national law, ***avoiding additional legal requirements that hamper the free exchange of goods; calls on the Member States to refrain from introducing new barriers, and urges the Commission to bring to the Court of Justice Member States that delay the implementation of EU law;***

*Amendment*

2. Considers that a seamless EU infrastructure system will only deliver its benefits to the logistics sector if the Union's agreed legislation is properly transposed into national law;

Or. el

**Amendment 32**

**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet, Gesine Meissner**

**Motion for a resolution**  
**Paragraph 2**

*Motion for a resolution*

2. Considers that ***a seamless*** EU infrastructure system will ***only*** deliver ***its*** benefits to the logistics sector ***if the Union's agreed legislation is properly transposed into national law, avoiding additional legal requirements that hamper the free exchange of goods;*** calls on the Member States to ***refrain from introducing new barriers,*** and urges the Commission to bring to the Court of Justice Member States that delay the implementation of EU law;

*Amendment*

2. Considers that ***an*** EU infrastructure system ***that is seamlessly implemented and consistent with the TEN-T already adopted*** will deliver benefits to the logistics sector; ***urges the Member States to transpose legislation correctly into national law without hampering the free exchange of goods;*** calls on the Member States to ***apply and abide by European legislation,*** and urges the Commission to bring to the Court of Justice Member States that delay the implementation of EU law;

Or. es

**Amendment 33**  
**Andor Deli**

**Motion for a resolution**  
**Paragraph 2**

*Motion for a resolution*

2. Considers that a seamless EU infrastructure system will only deliver its benefits to the logistics sector if the Union's agreed legislation is properly transposed into national law, avoiding additional legal requirements that hamper the free exchange of goods; calls on the Member States to refrain from introducing new barriers, and urges ***the Commission to bring to the Court of Justice Member States that delay the implementation of EU law;***

*Amendment*

2. Considers that a seamless EU infrastructure system will only deliver its benefits to the logistics sector if the Union's agreed legislation is properly transposed into national law, avoiding additional legal requirements that hamper the free exchange of goods; calls on the Member States to refrain from introducing new barriers and urges ***them to increase their efforts to implement relevant EU legislation;***

Or. en

**Amendment 34**  
**Dominique Riquet**

**Motion for a resolution**  
**Paragraph 2**

*Motion for a resolution*

2. Considers that a seamless EU infrastructure system will only deliver its benefits to the logistics sector if the Union's agreed legislation is properly transposed into national law, avoiding additional legal requirements that hamper the free exchange of goods; calls on the Member States to refrain from introducing new barriers, and urges the Commission to bring to the Court of Justice Member States that delay the implementation of EU law;

*Amendment*

2. Considers that a seamless EU infrastructure system will only deliver its benefits to the logistics sector if the Union's agreed legislation is properly transposed into national law, avoiding additional legal requirements that hamper the free exchange of goods; calls on the Member States to refrain from introducing new barriers, and urges the Commission to bring to the Court of Justice Member States that delay ***or alter*** the implementation of EU law;

Or. fr



**Amendment 35**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 2**

*Motion for a resolution*

2. Considers that a seamless EU infrastructure system will only deliver its benefits to the logistics sector if the Union's agreed legislation is properly transposed into national law, avoiding additional legal requirements that hamper the free exchange of goods; calls on the Member States to refrain from introducing new barriers, and urges the Commission to bring to the Court of Justice Member States that delay the implementation of EU law;

*Amendment*

2. Considers that a seamless EU infrastructure system will only deliver its benefits to the logistics sector if the Union's agreed legislation is properly transposed into national law, avoiding additional legal requirements that hamper the free exchange of goods; calls on the Member States to refrain from introducing new barriers, and urges the Commission to bring to the Court of Justice Member States ***and boost the action of all other relevant actors in order to avoid*** that delay the implementation of EU law;

Or. en

**Amendment 36**  
**Jens Nilsson**

**Motion for a resolution**  
**Paragraph 2**

*Motion for a resolution*

2. Considers that a seamless EU infrastructure system will only deliver its benefits to the logistics sector if the Union's agreed legislation is properly transposed into national law, avoiding additional legal requirements that hamper the free exchange of goods; calls on the Member States to refrain from introducing new barriers, and urges the Commission to bring to the Court of Justice Member States that delay the implementation of EU law;

*Amendment*

2. Considers that a seamless EU infrastructure system will only deliver its benefits to the logistics sector, ***and thereby also to regional development and growth***, if the Union's agreed legislation is properly transposed into national law, avoiding additional legal requirements that hamper the free exchange of goods; calls on the Member States to refrain from introducing new barriers, and urges the Commission to bring to the Court of Justice Member States that delay the implementation of EU law;

Or. sv

**Amendment 37**  
**Claudia Schmidt**

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

*Motion for a resolution*

*Amendment*

**2a. Calls on the Commission to devise a new strategy which guarantees that drones and drone terminals can be integrated into the TEN-T programme efficiently; stresses that the existing infrastructure, such as motorways, railways and electricity grids could be used as drone routes; calls on the Commission to produce a guidebook on the matter for the Member States;**

Or. de

**Amendment 38**  
**Andor Deli**

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

*Motion for a resolution*

*Amendment*

**3. Is concerned about the negative impact on the *logistics sector of closures of internal borders in connection with the ‘refugee crisis’*; calls on the Member States and the Commission to take freight flows into account when adopting such measures;**

**3. Is concerned about the negative impact and financial losses of transport companies in connection with strengthened border controls on the internal borders and stresses the absolute necessity of preserving of the Schengen area for an efficient and cost-effective transport system in the EU based on the free movement of goods, services and persons across open internal borders; reminds that already in June 2011 the European Commission urged all Member States to take the decision on enlarging the Schengen area to include Bulgaria and Romania;**

### **Amendment 39**

**Notis Marias**

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

##### **Paragraph 3**

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

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the ‘refugee crisis’; ***calls on the Member States and the Commission to take freight flows into account when adopting such measures;***

###### *Amendment*

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the ‘refugee crisis’;

Or. el

### **Amendment 40**

**Rosa D'Amato, Daniela Aiuto**

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

##### **Paragraph 3**

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

3. ***Is concerned about the negative impact on the logistics sector of*** closures of internal borders in connection with the ‘refugee crisis’; calls on the Member States and the Commission to ***take freight flows into account when adopting such measures;***

###### *Amendment*

3. ***Condemns the*** closures of internal borders in connection with the ‘refugee crisis’ ***and the resulting negative impact on the logistics sector;*** calls on the Member States and the Commission to ***put an immediate end to this state of affairs with a view to guaranteeing the circulation, in accordance with the law, of freight and people;***

Or. it

### **Amendment 41**

**Jozo Radoš, Ivan Jakovčić**

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

*Motion for a resolution*

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the 'refugee crisis'; calls on the Member States and the Commission to take freight flows *into account* when adopting such measures;

*Amendment*

3. ***Highlights that the local acceptance and implementation of cross-border infrastructures projects has become increasingly vulnerable since 2015*** ; is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the 'refugee crisis'; calls on the Member States and the Commission to take *into account* freight flows ***and the implementation of cross-border infrastructure projects*** when adopting such measures;

Or. en

**Amendment 42**  
**Jens Nilsson**

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

*Motion for a resolution*

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the '*refugee crisis*'; calls on the Member States and the Commission to take freight flows into account when adopting such measures;

*Amendment*

3. Is concerned about the negative impact on the logistics sector , ***and thereby also on regional development and growth,*** of closures of internal borders in connection with the ***humanitarian crisis***; calls on the Member States and the Commission to take freight flows into account when adopting such measures;

Or. sv

**Amendment 43**  
**Claudia Schmidt**

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

*Motion for a resolution*

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the ‘refugee crisis’; calls on the Member States and the Commission to **take** freight flows **into account** when adopting such measures;

*Amendment*

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the ‘refugee crisis’; calls on the Member States and the Commission to **prevent collateral damage on** freight flows **as much as possible** when adopting such measures;

Or. de

**Amendment 44**  
**Matthijs van Miltenburg**

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

*Motion for a resolution*

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the ‘refugee crisis’; calls on the Member States and the Commission to take freight flows into account when adopting such measures;

*Amendment*

3. Is concerned about the negative impact on the logistics sector of closures of, **and checks at**, internal borders in connection with the refugee **and migrant crisis and terror threat in the European Union**; calls on the Member States and the Commission to take freight flows into account when adopting such measures;

Or. en

**Amendment 45**  
**Dominique Riquet**

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

*Motion for a resolution*

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the ‘refugee crisis’; calls on the Member States and the Commission to take freight flows

*Amendment*

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the ‘refugee crisis’; calls on the Member States and the Commission to take freight flows

into account when **adopting** such measures;

into account when **proposing** such measures;

Or. fr

**Amendment 46**  
**Dubravka Šuica**

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

*Motion for a resolution*

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the ‘refugee crisis’; calls on the Member States and the Commission to take freight flows into account when adopting such measures;

*Amendment*

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the ‘refugee crisis’; calls on the Member States and the Commission to take freight flows into account when adopting such measures; ***calls on the Commission to take disciplinary action against a Member State which impedes free movement by deliberately preventing freight flows;***

Or. hr

**Amendment 47**  
**Marie-Christine Arnautu**

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

*Motion for a resolution*

3. Is concerned about the negative impact on the logistics sector of closures of internal borders in connection with the ‘refugee crisis’; calls on the Member States and the Commission to take freight flows into account when adopting such measures;

*Amendment*

3. Is concerned about the negative impact on the logistics sector, ***although it is a positive for the safety of EU citizens,*** of closures of internal borders in connection with the ‘refugee crisis’; calls on the Member States and the Commission to take freight flows into account when adopting such measures;

Or. fr

**Amendment 48**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 4 – introductory part**

*Motion for a resolution*

4. Underlines that logistics plays a key role, not sufficiently recognised, in ensuring efficient and sustainable freight transport operations in the EU; ***calls on the Commission to present*** a renewed EU strategy for freight logistics ***before the end of 2017,***

*Amendment*

4. Underlines that logistics plays a key role, not sufficiently recognised, in ensuring efficient and sustainable freight transport operations in the EU; ***highlights the need to formulate*** a renewed EU strategy for freight logistics,

Or. en

**Amendment 49**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 4 – indent 1 a (new)**

*Motion for a resolution*

- ***promoting and supporting the European rail supply industry as well as boosting a European rail reindustrialisation policy, with the win-win perspective to make EU logistics more sustainable and obtain a better competition position of rail products on the global market;***

*Amendment*

Or. en

**Amendment 50**  
**Rosa D'Amato, Daniela Aiuto**

**Motion for a resolution**  
**Paragraph 4 – indent 1 a (new)**

*Motion for a resolution*

*Amendment*

- *taking into the account the zero kilometre approach and is designed to achieve the greatest possible reduction in goods movements in order to guarantee the best possible state of conservation of goods and the lowest possible environmental impact;*

Or. it

**Amendment 51**

**Marie-Christine Arnautu**

**Motion for a resolution**

**Paragraph 4 – indent 2**

*Motion for a resolution*

*Amendment*

- *aiming to further reduce regulatory, operational and technical barriers,*

*deleted*

Or. fr

**Amendment 52**

**Notis Marias**

**Motion for a resolution**

**Paragraph 4 – indent 2**

*Motion for a resolution*

*Amendment*

- aiming to *further reduce* regulatory, operational and technical *barriers,*

- aiming to *improve* regulatory, operational and technical *measures,*

Or. el

**Amendment 53**

**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Dominique Riquet,**



**Gesine Meissner**

**Motion for a resolution**  
**Paragraph 4 – indent 4**

*Motion for a resolution*

- aimed at ***accelerating uptake of new technologies*** that will strengthen the sector's performance;

*Amendment*

- aimed at ***applying innovative technical and technological solutions*** that will strengthen the sector's performance;

Or. es

**Amendment 54**  
**Merja Kyllönen, Stelios Kouloglou**

**Motion for a resolution**  
**Paragraph 4 – indent 4**

*Motion for a resolution*

- aimed at ***accelerating uptake*** of new technologies that will strengthen the sector's performance;

*Amendment*

- aimed at ***deployment*** of new technologies that will strengthen the sector's performance ***and accelerate the shift towards low-carbon transport system***;

Or. en

**Amendment 55**  
**Rosa D'Amato, Daniela Aiuto**

**Motion for a resolution**  
**Paragraph 4 – indent 4**

*Motion for a resolution*

- aimed at accelerating uptake of new technologies that will strengthen the sector's performance;

*Amendment*

- aimed at accelerating uptake of new technologies that will strengthen the sector's performance, ***such as drones, provided that security and environmental protection legislation is complied with***;

Or. it

**Amendment 56**  
**Dubravka Šuica**

**Motion for a resolution**  
**Paragraph 4 – indent 4**

*Motion for a resolution*

- aimed at accelerating uptake of new technologies that will strengthen the sector's performance;

*Amendment*

- aimed at accelerating uptake of new technologies that will strengthen the sector's performance ***and at the same time help to protect the environment;***

Or. hr

**Amendment 57**  
**Jozo Radoš, Ivan Jakovčić**

**Motion for a resolution**  
**Paragraph 4 – indent 4**

*Motion for a resolution*

- aimed at accelerating uptake of new technologies that will strengthen the sector's performance;

*Amendment*

- aimed at accelerating uptake of new technologies, ***particularly LNG*** that will strengthen the sector's performance;

Or. en

**Amendment 58**  
**Dieter-Lebrecht Koch**

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

*Motion for a resolution*

*Amendment*

- ***an independent scientific study which provides information about the extent to which road freight could be transferred to rail and inland waterways by 2030 and by 2050, what the costs would be and to what extent environmental***

*damage such as noise and air pollution  
can be avoided;*

Or. de

**Amendment 59**  
**Jens Nilsson**

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

*Motion for a resolution*

*Amendment*

- *strives to continue the development of the academic research and education within the transport and logistics area.*

Or. sv

**Amendment 60**  
**Maria Grapini**

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

*Motion for a resolution*

*Amendment*

- *aiming to increase connectivity and develop infrastructure, especially in central and eastern Europe;*

Or. ro

**Amendment 61**  
**Claudia Schmidt**

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

*Motion for a resolution*

*Amendment*

- *regarding drones as a future mode of transport already*

### Amendment 62

Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet, Gesine Meissner

#### Motion for a resolution

##### Paragraph 5

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

5. Stresses that the *further* implementation of the TEN-T network *must serve to boost* integrated multimodal freight transport in the EU, *in particular its core network corridors to be completed by 2030*, and also *the* national planning *included in* the comprehensive network;

###### *Amendment*

5. Stresses that the implementation of the *core* TEN-T network *within the time-frames laid down, completed by 2030, will eliminate bottlenecks, improve interoperability between the various modes of transport and national, regional and local infrastructure and will deliver* integrated multimodal freight transport in the EU, and also national planning *of* the comprehensive network *in line with the core network, which will have to be completed by 2050*;

### Amendment 63

Ramon Tremosa i Balcells

#### Motion for a resolution

##### Paragraph 5

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

5. Stresses that the further implementation of the TEN-T network must serve to boost integrated multimodal freight transport in the EU, in particular its core network corridors to be completed by 2030, *and also the national planning included* in the comprehensive network;

###### *Amendment*

5. Stresses that the further implementation of the TEN-T network must serve to boost integrated multimodal freight transport in the EU, in particular its core network corridors to be completed by 2030 *which should receive budgetary priority by Member States over other investments* in the comprehensive network *or high speed trains*;

**Amendment 64**  
**Rosa D'Amato, Daniela Aiuto**

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

*Motion for a resolution*

5. Stresses that the further implementation of the TEN-T network must serve to boost integrated multimodal freight transport in the EU, in particular *its core network corridors to be completed by 2030, and also* the national planning included in the comprehensive network;

*Amendment*

5. Stresses that the further implementation of the TEN-T network must serve to boost integrated multimodal freight transport in the EU, in particular the national planning included in the comprehensive network;

Or. it

**Amendment 65**  
**Jens Nilsson**

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

*Motion for a resolution*

5. Stresses that the further implementation of the TEN-T network must serve to boost integrated multimodal freight transport in the EU, in particular its *core network corridors* to be completed by 2030, and also the national planning included in the comprehensive network;

*Amendment*

5. Stresses that the further implementation of the TEN-T network must serve to boost integrated multimodal freight transport in the EU, in particular its *core network and the comprehensive network* to be completed by 2030, and also the national planning included in the comprehensive network;

Or. sv

**Amendment 66**  
**Dominique Riquet**

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

*Motion for a resolution*

5. Stresses that the further implementation of the TEN-T network must serve to boost integrated multimodal freight transport in the EU, in particular its core network corridors to be completed by 2030, ***and also the national planning included in the comprehensive network***;

*Amendment*

5. Stresses that the further implementation of the TEN-T network must serve to boost integrated multimodal freight transport in the EU, in particular its core network corridors to be completed by 2030, ***with a particular emphasis on cross-border connections***;

Or. fr

**Amendment 67**

**Matthijs van Miltenburg, Izaskun Bilbao Barandica**

**Motion for a resolution**

**Paragraph 5**

*Motion for a resolution*

5. Stresses that the further implementation of the TEN-T network must serve to boost integrated multimodal freight transport in the EU, in particular its core network corridors to be completed by 2030, and also the national planning included in the comprehensive network;

*Amendment*

5. Stresses that the further implementation of the TEN-T network must serve to boost integrated multimodal freight transport in the EU, in particular its core network corridors to be completed by 2030, and also the national ***and regional*** planning included in the comprehensive network;

Or. en

**Amendment 68**

**Inés Ayala Sender**

**Motion for a resolution**

**Paragraph 5 a (new)**

*Motion for a resolution*

***5a. Welcomes the strengthened emphasis, within the core network corridor approach, to enhance the quality of transport nodes and of their last-mile connections, to identify and overcome***

*Amendment*

*interoperability barriers, to enhance and innovate ICT solutions and to close any other gap (physical, technical or organisational) that may hamper seamless freight logistics services;*

Or. en

**Amendment 69**  
**Inés Ayala Sender**

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

*Motion for a resolution*

*Amendment*

*5b. Recalls in this context also the importance of urban nodes, where a large part of transport nodes (ports, logistics terminals etc.) are located, where transshipments and last mile distributions take place and which are key to the whole logistic chains and require increased attention for seamless city logistics;*

Or. en

**Amendment 70**  
**Inés Ayala Sender**

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

*Motion for a resolution*

*Amendment*

*5c. Calls upon the Commission, European Coordinators and stakeholders involved to pay equal importance to small-scale and larger TEN-T projects, to short, medium and long-term benefits that may be generated through such projects; encourages actors to boost short-term wins; highlights, in this context, the need to take due account of users' perspectives.*

### **Amendment 71**

**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Dominique Riquet, Gesine Meissner**

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

##### **Paragraph 6**

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

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; ***takes the view that secondary networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, slot allocation and charges;***

###### *Amendment*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution;

Or. es

### **Amendment 72**

**Marie-Christine Arnautu**

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

##### **Paragraph 6**

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

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; ***takes the view that secondary networks should not be left outside the European purview, including in terms of financing and regulatory***

###### *Amendment*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution;



*measures, in particular those pertaining to access to the network, slot allocation and charges;*

Or. fr

**Amendment 73**  
**Dominique Riquet**

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

*Motion for a resolution*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; takes the view that *secondary* networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, slot allocation and charges;

*Amendment*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; takes the view that *regional* networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the *railway* network, slot allocation and charges;

Or. fr

**Amendment 74**  
**Merja Kyllönen, Stelios Kouloglou**

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

*Motion for a resolution*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, *feeding the corridors with traffic*, and performing last-mile distribution; takes the view that

*Amendment*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network and performing last-mile distribution; takes the view that secondary networks should not

secondary networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, slot allocation and charges;

be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, slot allocation and charges;

Or. en

**Amendment 75**  
**Salvatore Domenico Pogliese**

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

*Motion for a resolution*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; takes the view that secondary networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, slot allocation and charges;

*Amendment*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; takes the view that secondary networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, slot allocation and charges; ***believes that, in view of what is happening with regard to immigration in the Mediterranean basin, and given the changed socio-economic context of the EU and the effects of Brexit, it would be advisable to assess the value of including some ports and airports, initially viewed as secondary, within the main TEN-T corridors as the ‘Mediterranean corridor’, as they are key for transporting freight to and from the main hubs of North Africa;***

Or. it

**Amendment 76**  
**Ivo Belet**

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

*Motion for a resolution*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; takes the view that secondary networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, slot allocation and charges;

*Amendment*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; takes the view that secondary networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, slot allocation and charges; ***urges that missing links in rail infrastructure in cross-border regions should be tackled in order to allow efficient and successful cross-border rail transport.***

Or. en

**Amendment 77**  
**Maria Grapini**

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

*Motion for a resolution*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; takes the view that secondary networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, slot allocation and charges;

*Amendment*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; takes the view that secondary networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, slot allocation and charges, ***as we cannot talk about***

*connectivity in Europe if the TEN-T corridors exclude certain areas;*

Or. ro

**Amendment 78**  
**Karima Delli**

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

*Motion for a resolution*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; takes the view that secondary networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, slot allocation and charges;

*Amendment*

6. Considers that while the comprehensive network is mainly a responsibility of the Member States, both layers are crucial to EU logistics, bringing capillarity to the core network, feeding the corridors with traffic, and performing last-mile distribution; takes the view that secondary networks should not be left outside the European purview, including in terms of financing and regulatory measures, in particular those pertaining to access to the network, ***regional cross-border rail connections***, slot allocation and charges;

Or. en

**Amendment 79**  
**Dieter-Lebrecht Koch**

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

*Motion for a resolution*

***6a. Points out the key role of multimodality in freight logistics and calls, therefore, for increased involvement of multimodal platforms in the Member States' planning and the further development of routes;***

**Amendment 80**  
**Dominique Riquet**

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

*Motion for a resolution*

7. Notes that *the distribution of a large number of nodes and freight traffic in the TEN-T network follows* highly populated areas *and dense networks that share capacity with passenger traffic; considers it necessary to rethink how freight infrastructure should be shaped in the TEN-T, in particular in highly congested areas*; calls on the Commission to *reassess the methodology for establishing freight networks and to pay increased attention to alternative freight routes linking less congested nodes, terminals and ports*;

*Amendment*

7. Notes that *throughout the network, and in particular on main roads in densely and* highly populated areas, *when networks are saturated, competition for access to infrastructure is detrimental to freight transport*; calls on the *European Commission to support freight transport infrastructure with a view to improving inadequate or defective networks, and to support alternative routes, which will in the long term benefit the network as a whole*;

Or. fr

**Amendment 81**  
**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Matthijs van Miltenburg, Dominique Riquet, Gesine Meissner**

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

*Motion for a resolution*

7. Notes that the distribution of a large number of nodes and freight traffic in the TEN-T network follows highly populated areas and dense networks that share capacity with passenger traffic; considers it necessary to *rethink how* freight infrastructure *should be shaped* in the TEN-T, in particular in highly congested areas; calls on the Commission *to reassess*

*Amendment*

7. Notes that the distribution of a large number of nodes and freight traffic in the TEN-T network follows highly populated areas *in cross-border zones* and dense networks that share capacity with passenger traffic; considers it necessary to *implement* freight infrastructure in the TEN-T, in particular in highly congested areas; calls on the Commission, *in*

*the methodology for establishing freight networks and to pay increased attention to alternative freight routes linking less congested nodes, terminals and ports;*

*coordination with the European coordinators, to assess progress in the implementation of the projects and to urge Member States to deliver;*

Or. es

**Amendment 82**  
**Dieter-Lebrecht Koch**

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

*Motion for a resolution*

7. Notes that the distribution of a large number of nodes and freight traffic in the TEN-T network follows highly populated areas and dense networks that share capacity with passenger traffic; considers it necessary to **rethink** how freight infrastructure should be shaped in the TEN-T, in particular in highly congested areas; calls on the Commission to reassess the methodology for establishing freight networks and **to pay increased attention to** alternative freight routes **linking** less congested nodes, terminals and ports;

*Amendment*

7. Notes that the distribution of a large number of nodes and freight traffic in the TEN-T network follows highly populated areas and dense networks that share capacity with passenger traffic; considers it necessary to **optimise** how freight infrastructure should be shaped in the TEN-T, in particular in highly congested areas, **in an effort to include innovative urban logistic strategies**; calls on the Commission to reassess the methodology and criteria for establishing freight networks and **to ensure in particular that investments are made in** alternative freight routes **with** less congested nodes, terminals and ports;

Or. de

**Amendment 83**  
**Salvatore Domenico Pogliese**

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

*Motion for a resolution*

7. Notes that the distribution of a large number of nodes and freight traffic in the TEN-T network follows highly populated

*Amendment*

7. Notes that the distribution of a large number of nodes and freight traffic in the TEN-T network follows highly populated

areas and dense networks that share capacity with passenger traffic; considers it necessary to rethink how freight infrastructure should be shaped in the TEN-T, in particular in highly congested areas; calls on the Commission to reassess the methodology for establishing freight networks and to pay increased attention to alternative freight routes linking less congested nodes, terminals and ports;

areas and dense networks that share capacity with passenger traffic; considers it necessary to rethink how freight infrastructure should be shaped in the TEN-T, in particular in highly congested areas; calls on the Commission to reassess the methodology for establishing freight networks and to pay increased attention to alternative freight routes linking less congested nodes, terminals, *airports* and ports, *with particular emphasis on those in the current secondary networks*;

Or. it

**Amendment 84**  
**Dubravka Šuica**

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

*Motion for a resolution*

7. Notes that the distribution of a large number of nodes and freight traffic in the TEN-T network follows highly populated areas and dense networks that share capacity with passenger traffic; considers it necessary to rethink how freight infrastructure should be shaped in the TEN-T, in particular in highly congested areas; calls on the Commission to reassess the methodology for establishing freight networks and to pay increased attention to alternative freight routes linking less congested nodes, terminals and ports;

*Amendment*

7. Notes that the distribution of a large number of nodes and freight traffic in the TEN-T network follows highly populated areas and dense networks that share capacity with passenger traffic; considers it necessary to rethink how freight infrastructure should be shaped in the TEN-T, in particular in highly congested areas; calls on the Commission to reassess the methodology for establishing freight networks and to pay increased attention to alternative freight routes linking less congested nodes, terminals and ports; *considers that environmental protection and noise reduction should be taken into consideration when establishing connections through alternative routes.*

Or. hr

**Amendment 85**  
**Marie-Christine Arnautu**

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

*Motion for a resolution*

8. **Regrets** that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; **urges** the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; **calls on the Commission not to prioritise Member State projects that are not in line with the TEN-T programming;**

*Amendment*

8. **Notes** that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; **suggests that** the Commission increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures;

Or. fr

**Amendment 86**

**Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský**

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

*Motion for a resolution*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; **calls on the Commission not to prioritise Member State projects that are not in line with the TEN-T programming;**

*Amendment*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures;

Or. pl



**Amendment 87**  
**Andor Deli**

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

*Motion for a resolution*

8. ***Regrets that too often Member States'*** national infrastructure plans ***are decided without reference to*** the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission ***not*** to prioritise Member State projects that are ***not*** in line with the TEN-T programming;

*Amendment*

8. ***Urges Member States to decide their*** national infrastructure plans ***in accordance with*** the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission to prioritise Member State projects that are in line with the TEN-T programming;

Or. en

**Amendment 88**  
**Notis Marias**

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

*Motion for a resolution*

8. ***Regrets*** that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission not to prioritise Member State projects that are not in line with the TEN-T programming;

*Amendment*

8. ***Notes*** that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives ***and calls on the Commission to examine the reasons for that lack of closer cooperation***; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission not to prioritise Member State projects that are not in line with the TEN-T programming;

Or. el

**Amendment 89**  
**Isabella De Monte**

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

*Motion for a resolution*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission *not* to prioritise Member State projects that are *not* in line with the TEN-T programming;

*Amendment*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission to prioritise Member State projects that are in line with the TEN-T programming;

Or. it

**Amendment 90**  
**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Matthijs van Miltenburg, Dominique Riquet, Gesine Meissner**

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

*Motion for a resolution*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission *not* to prioritise Member State projects that are *not* in line with the TEN-T *programming*;

*Amendment*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission to prioritise Member State projects that are in line with the TEN-T;

**Amendment 91****Jozo Radoš, Ivan Jakovčić****Motion for a resolution****Paragraph 8***Motion for a resolution*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission *not to prioritise* Member State projects that are not in line with the TEN-T programming;

*Amendment*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission *to avoid* Member State projects that are not in line with the TEN-T programming; *notes that a lack of harmonization, political will and cooperation between neighbouring member states may hamper cross-border projects; calls on the Commission to strictly monitor the implementation of cross-border transport projects, in particular those of common European interest ;*

Or. en

**Amendment 92****Salvatore Domenico Pogliese****Motion for a resolution****Paragraph 8***Motion for a resolution*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to

*Amendment*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to

increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission not to prioritise Member State projects that are not in line with the TEN-T programming;

increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission not to prioritise Member State projects that are not in line with the TEN-T programming ***and to examine, together with Member States, the possibility of including in the TEN-T corridors those nodes, terminals, ports and airports which were originally defined as secondary and which now, as a result of the changed socio-economic context and the effects of Brexit, should be considered to be strategic for the EU and, therefore, eligible for funding through the European instruments, such as the EIB funds;***

Or. it

**Amendment 93**  
**Karima Delli**

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

*Motion for a resolution*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission not to prioritise Member State projects that are not in line with the TEN-T programming;

*Amendment*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission not to prioritise Member State projects that are not in line with the TEN-T programming ***and do not show any European added value;***

Or. en

**Amendment 94**  
**Rosa D'Amato, Daniela Aiuto**

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

*Motion for a resolution*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence with appropriate corrective measures; calls on the Commission not to prioritise Member State projects that are not in line with the TEN-T programming;

*Amendment*

8. Regrets that too often Member States' national infrastructure plans are decided without reference to the TEN-T objectives; urges the Commission to increase coordination between the two levels of planning and suggests adding to the European Semester a chapter on supervising its coherence ***and real effectiveness*** with appropriate corrective measures; calls on the Commission not to prioritise Member State projects that are not in line with the TEN-T programming;

Or. it

**Amendment 95**  
**Peter van Dalen**

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

*Motion for a resolution*

***9 Notes that Member States experiencing economic and budgetary difficulties are unable to co-finance freight projects as a result of a strict interpretation of the Stability and Growth Pact (SGP); advocates a more flexible application of the SGP by excluding genuine European infrastructure projects (i.e. Connecting Europe Facility (CEF) projects) from the calculation of the public debt;***

*Amendment*

***deleted***

Or. nl

**Amendment 96**  
**Matthijs van Miltenburg, Pavel Telička**

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

*Motion for a resolution*

9. *Notes that Member States experiencing economic and budgetary difficulties are unable to co-finance freight projects as a result of a strict interpretation of the Stability and Growth Pact (SGP); advocates a more flexible application of the SGP by excluding genuine European infrastructure projects (i.e. Connecting Europe Facility (CEF) projects) from the calculation of the public debt;*

*Amendment*

9. *Advocates the optimal use of the public and private funding schemes, also in the light of blending Connecting Europe Facility and Horizon 2020 with the European Fund for Strategic Investments and other financial instruments; welcomes the promotion of more sustainable investments across sectors to further meet COP21-targets and help delivering on the transition to a resource efficient, circular and zero-carbon economy; calls on the Commission to assess the main challenges and to present a road map to overcome those, concerning investments in transport and infrastructure.*

Or. en

**Amendment 97**  
**Claudia Schmidt**

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

*Motion for a resolution*

9. *Notes that Member States experiencing economic and budgetary difficulties are unable to co-finance freight projects as a result of a strict interpretation of the Stability and Growth Pact (SGP); advocates a more flexible application of the SGP by excluding genuine European infrastructure projects (i.e. Connecting Europe Facility (CEF) projects) from the calculation of the public debt;*

*Amendment*

9. *Takes the view that projects which are carried out as part of the Connecting Europe facility should not be taken into account in calculations of public debt; calls on the Commission to produce a study on whether such a measure would be suitable to noticeably increase investments in freight infrastructure;*

**Amendment 98**

**Maria Grapini**

**Motion for a resolution**

**Paragraph 9**

*Motion for a resolution*

9. Notes that Member States experiencing economic and budgetary difficulties are unable to co-finance freight projects as a result of a strict interpretation of the Stability and Growth Pact (SGP); advocates a more flexible application of the SGP by excluding genuine European infrastructure projects (i.e. Connecting Europe Facility (CEF) projects) from the calculation of the public debt;

*Amendment*

9. Notes that Member States experiencing economic and budgetary difficulties are unable to co-finance freight projects as a result of a strict interpretation of the Stability and Growth Pact (SGP); advocates a more flexible application of the SGP by excluding genuine European infrastructure projects (i.e. Connecting Europe Facility (CEF) projects) from the calculation of the public debt; ***takes the view that the EFSI should contribute to the development of rail transport in countries with budgetary difficulties;***

Or. ro

**Amendment 99**

**Rosa D'Amato, Daniela Aiuto**

**Motion for a resolution**

**Paragraph 9 a (new)**

*Motion for a resolution*

*Amendment*

***9a. At the same time, calls on the European Commission to redefine European priorities in the transport sector, prioritising projects with the greatest added European value, but also taking into account the development of national networks within the TEN-T corridors;***

Or. it

**Amendment 100**  
**Rosa D'Amato, Daniela Aiuto**

**Motion for a resolution**  
**Paragraph 9 b (new)**

*Motion for a resolution*

*Amendment*

**9b. Calls on the European Commission to review the TEN-T network, not only taking into account the importance of the network in central Europe but also making provision for an extension of road and rail connections in strategic locations which have thus far been seriously neglected, such as in Italy along the southern Adriatic ridge;**

Or. it

**Amendment 101**  
**Claudia Schmidt**

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

*Motion for a resolution*

*Amendment*

**10. Considers that an efficient EU logistics system requires further coordination beyond physical connectivity and an operational TEN-T network; calls on the Commission to appoint a TEN-T European logistics coordinator that could effectively complement, coordinate and give coherence to the ongoing work of the coordinators in the area of multimodality;**

**deleted**

Or. de

**Amendment 102**  
**Isabella De Monte**



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

*Motion for a resolution*

10. Considers that an efficient EU logistics system requires **further coordination beyond** physical connectivity **and** an operational TEN-T network; **calls on the Commission to appoint a TEN-T European logistics coordinator that could effectively complement, coordinate and give coherence to the ongoing work of the coordinators in the area of multimodality;**

*Amendment*

10. Considers that an efficient EU logistics system requires, **in addition to** physical connectivity, an operational TEN-T network;

Or. it

**Amendment 103**

**Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský**

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

*Motion for a resolution*

10. Considers that an efficient EU logistics system requires further coordination beyond physical connectivity and an operational TEN-T network; **calls on the Commission to appoint a TEN-T European logistics coordinator that could effectively complement, coordinate and give coherence to the ongoing work of the coordinators in the area of multimodality;**

*Amendment*

10. Considers that an efficient EU logistics system requires further coordination beyond physical connectivity and an operational TEN-T network;

Or. pl

**Amendment 104**

**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Dominique Riquet, Gesine Meissner**

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

*Motion for a resolution*

10. Considers that an efficient EU logistics system requires further coordination *beyond physical connectivity and an operational TEN-T network*; *calls on the Commission to appoint a TEN-T European logistics coordinator that could effectively complement, coordinate and give coherence to the ongoing work of the coordinators in the area of multimodality*;

*Amendment*

10. Considers that an efficient EU logistics system requires further coordination *between the coordinators of the European priority projects and the national, regional and local authorities*;

Or. es

**Amendment 105**

**Matthijs van Miltenburg**

**Motion for a resolution**

**Paragraph 10**

*Motion for a resolution*

10. Considers that an efficient EU logistics system requires further coordination beyond physical connectivity and an operational TEN-T network; calls on the Commission to *appoint a TEN-T European logistics coordinator that could effectively complement, coordinate and give coherence to the ongoing work of the coordinators in the area of multimodality*;

*Amendment*

10. Considers that an efficient EU logistics system requires further coordination beyond physical connectivity and an operational TEN-T network; calls on the Commission to *make logistics an integral part of the Core Network Corridors and the work of the European Coordinators*.

Or. en

**Amendment 106**

**Inés Ayala Sender**

**Motion for a resolution**

**Paragraph 10**

*Motion for a resolution*

10. Considers that an efficient EU logistics system requires further

*Amendment*

10. Considers that an efficient EU logistics system requires further

coordination beyond physical connectivity and an operational TEN-T network; calls on the Commission to *appoint a* TEN-T European *logistics* coordinator *that could effectively complement, coordinate and give coherence to the ongoing work of the coordinators in the area of* multimodality;

coordination beyond physical connectivity and an operational TEN-T network; calls on the Commission to *strengthen the sphere of action of* TEN-T European *coordinators, including nominating a coordinator responsible for logistics that look beyond the geographical scope of the corridors under their respective responsibility and also cover horizontal policy issues across all corridors, such as the areas of and* multimodality;

Or. en

### **Amendment 107**

**Karima Delli**

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

##### **Paragraph 10**

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

10. Considers that an efficient EU logistics system requires further coordination beyond physical connectivity and an operational TEN-T network; calls on the Commission to appoint a TEN-T European logistics coordinator that could effectively complement, coordinate and give coherence to the ongoing work of the coordinators in the area of multimodality;

###### *Amendment*

10. Considers that an efficient EU logistics system requires further coordination beyond physical connectivity and an operational TEN-T network; calls on the Commission to appoint a TEN-T European logistics coordinator that could effectively complement, coordinate and give coherence to the ongoing work of the coordinators in the area of multimodality *and particularly focus upon the interconnectivity between the different corridors and regional, local and urban sustainable freight transport networks;*

Or. en

### **Amendment 108**

**Rosa D'Amato, Daniela Aiuto**

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

##### **Paragraph 10**

*Motion for a resolution*

10. Considers that an efficient EU logistics system requires further coordination beyond physical connectivity and an operational TEN-T network; calls on the Commission to appoint a TEN-T European logistics coordinator that could effectively complement, coordinate and give coherence to the ongoing work of the coordinators in the area of multimodality;

*Amendment*

10. Considers that an efficient EU logistics system requires further coordination beyond physical connectivity and an operational TEN-T network; calls on the Commission, ***in collaboration with Parliament***, to appoint a TEN-T European logistics coordinator that could effectively complement, coordinate and give coherence to the ongoing work of the coordinators in the area of multimodality;

Or. it

**Amendment 109**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 10 a (new)**

*Motion for a resolution*

10. Considers that an efficient EU logistics system requires further coordination beyond physical connectivity and an operational TEN-T network; calls on the Commission to appoint a TEN-T European logistics coordinator that could effectively complement, coordinate and give coherence to the ongoing work of the coordinators in the area of multimodality;

*Amendment*

***10a. Consider that a poor maintenance of the network can affect the sustainability and performance of TEN-T infrastructure; Stresses that transport infrastructure needs not only to be renovated and modernised, but also to be regularly maintained; Notes with concern that persistent lack of attention by infrastructure managers and Member States to maintenance is reducing the competitiveness of lines (speed restrictions, reliability, safety), in particular in the case of rail, leading sometimes to closure of lines; Calls the Commission, Member States together with the EIB to study new funding schemes to facilitate investments in maintenance of the network;***

Or. en

**Amendment 110**  
**Merja Kyllönen, Stelios Kouloglou**

**Motion for a resolution**  
**Paragraph 10 a (new)**

*Motion for a resolution*

*Amendment*

***10a. Asks the Commission to report back to the European Parliament regularly on the conclusions and measures taken in the Digital Transport and Logistics Forum in order to further supporting digitalisation of freight transport and logistics.***

Or. en

**Amendment 111**  
**Marie-Christine Arnautu**

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

*Motion for a resolution*

*Amendment*

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across modes; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility ***and additionally to monitor national, regional and local rules that could be in contradiction with EU law;***

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across modes; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility;

Or. fr

**Amendment 112**  
**Notis Marias**

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

*Motion for a resolution*

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across modes; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility ***and additionally to monitor national, regional and local rules that could be in contradiction with EU law;***

*Amendment*

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across modes; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility;

Or. el

**Amendment 113**  
**Dieter-Lebrecht Koch**

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

*Motion for a resolution*

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across ***modes***; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility and additionally to monitor national, regional and local rules that could be in contradiction with EU law;

*Amendment*

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across ***the different stages in logistics chains***; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility and additionally to monitor national, regional and local rules that could be in contradiction with EU law;

Or. de

**Amendment 114**  
**Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička**

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

*Motion for a resolution*

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across modes; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility and additionally to monitor national, regional and local rules that could be in contradiction with EU law;

*Amendment*

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across **all** modes; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility and additionally to monitor national, regional and local rules that could be in contradiction with EU law;

Or. en

**Amendment 115**  
**Claudia Schmidt**

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

*Motion for a resolution*

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across modes; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility and additionally to monitor national, regional and local rules that could be in contradiction with EU law;

*Amendment*

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across modes; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility and additionally to monitor national, regional and local rules that could be in contradiction with EU law; ***calls for a yearly progress report by the Commission on this sector;***

Or. de

**Amendment 116**  
**Dubravka Šuica**

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

*Motion for a resolution*

*Amendment*

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across modes; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility and additionally to monitor national, regional and local rules that could be in contradiction with EU law;

11. Stresses the urgency of a greater simplification of documents and administrative and customs procedures across modes; calls on the Commission and the Member States, under the ‘better regulation’ agreement to analyse redundant EU legislation on transport and mobility and additionally to monitor national, regional and local rules that could be in contradiction with EU law ***and, if so, to harmonise these rules with EU legislation as soon as possible;***

Or. hr

**Amendment 117**  
**Dominique Riquet**

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

*Motion for a resolution*

*Amendment*

***12. Urges the Commission to propose a framework for electronic information exchange and transport management in multimodal transport (e-freight) in order to facilitate a simplified, paperless, seamless, transparent information flow among businesses and authorities;***

***deleted***

Or. fr

**Amendment 118**  
**Inés Ayala Sender**

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

*Motion for a resolution*

*Amendment*

12. Urges the Commission to propose a

12. Urges the Commission to propose a



framework for electronic information exchange and transport management in multimodal transport (e-freight) *in order* to facilitate *a* simplified, paperless, seamless, transparent information flow among businesses and authorities;

framework for electronic information exchange and transport management in multimodal transport (e-freight) to facilitate simplified paperless, seamless, transparent *and trusted* information flow among businesses and authorities *throughout logistic chains building on established services (such as SafeSeaNet, RFD, e-Manifest, RIS, TAF, ITS) and ensuring harmonised application of e-transport documents, anti-fraud systems and cyber-security;*

Or. en

**Amendment 119**  
**Dieter-Lebrecht Koch**

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

*Motion for a resolution*

12. Urges the Commission to propose a framework for electronic information exchange and transport management in multimodal transport (e-freight) in order to facilitate a simplified, paperless, seamless, transparent information flow among businesses and authorities;

*Amendment*

12. Urges the Commission to propose a framework *by the end of 2017* for electronic information exchange and transport management in multimodal transport (e-freight) in order to facilitate a simplified, paperless, seamless, transparent *and secure* information flow among businesses and authorities;

Or. de

**Amendment 120**  
**Peter van Dalen**

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

*Motion for a resolution*

12. Urges the Commission to propose a framework for electronic information exchange and transport management in

*Amendment*

12. Urges the Commission to propose a framework for electronic information exchange, *the electronic CMR waybill*, and

multimodal transport (e-freight) in order to facilitate a simplified, paperless, seamless, transparent information flow among businesses and authorities;

transport management in multimodal transport (e-freight) in order to facilitate a simplified, paperless, seamless, transparent information flow among businesses and authorities;

Or. nl

**Amendment 121**  
**Claudia Schmidt**

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

*Motion for a resolution*

12. Urges the Commission to propose a framework for electronic information exchange and transport management in multimodal transport (e-freight) in order to facilitate a simplified, paperless, seamless, transparent information flow among businesses *and authorities*;

*Amendment*

12. Urges the Commission to propose a framework for electronic information exchange and transport management in multimodal transport (e-freight) in order to facilitate a simplified, paperless, seamless, transparent information flow among businesses, *authorities and customers*;

Or. de

**Amendment 122**  
**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Matthijs van Miltenburg, Jozo Radoš, Gesine Meissner**

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

*Motion for a resolution*

12. Urges the Commission to propose a framework for electronic information exchange and transport management in multimodal transport (e-freight) in order to facilitate a simplified, paperless, seamless, transparent information flow among businesses and authorities;

*Amendment*

12. Urges the Commission to propose a *digital* framework for electronic information exchange and transport management in multimodal transport (e-freight) in order to facilitate a simplified, paperless, seamless, transparent information flow among businesses and authorities;

Or. es

**Amendment 123**  
**Isabella De Monte**

**Motion for a resolution**  
**Paragraph 12 a (new)**

*Motion for a resolution*

*Amendment*

**12a.** *Considers that an efficient logistics system must be oriented towards future technologies, such as the use of drones for freight transport and delivery;*

Or. it

**Amendment 124**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 12 b (new)**

*Motion for a resolution*

*Amendment*

**12b.** *Calls on Member States to accept electronic transport documents in general, and to ratify and apply the e-CMR protocol without delay;*

Or. en

**Amendment 125**  
**Dominique Riquet**

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

*Motion for a resolution*

*Amendment*

13. Underlines the importance of digitalisation, *access to data and data exchange as enablers for more efficient transport and logistics solutions, provided interoperability and equal and non-*

13. Underlines the importance of *the integration and* digitalisation *of all data underpinning logistics and multimodal transport between authorities and businesses, from business to business*

*discriminatory access are ensured;*

*(B2B) and from business to consumer (B2C), and concerning a wide range of e-logistics activities (bills of exchange, insurance, trade, regulatory and operational documents); calls on the European Commission to put forward proposals to ensure the integration, digitalisation, accessibility and protection of these data, thus enabling the optimisation of the functioning and overall efficiency of the network;*

Or. fr

### **Amendment 126**

**Marie-Christine Arnautu**

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

##### **Paragraph 13**

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

13. Underlines the importance of digitalisation, access to data and data exchange as enablers for more efficient transport and logistics solutions, provided interoperability ***and equal and non-discriminatory access are*** ensured;

###### *Amendment*

13. Underlines the importance of digitalisation, access to data and data exchange as enablers for more efficient transport and logistics solutions, provided interoperability ***is*** ensured;

Or. fr

### **Amendment 127**

**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Jozo Radoš, Gesine Meissner**

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

##### **Paragraph 13**

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

13. Underlines the importance of digitalisation, access to data and data exchange as enablers for more efficient transport and logistics solutions, provided interoperability and equal and non-

###### *Amendment*

13. Underlines the importance of ***innovation in the use of new technologies, such as*** digitalisation, access to data and data exchange as enablers for more efficient transport and logistics solutions,

discriminatory access are ensured;

provided interoperability and equal and non-discriminatory access are ensured;

Or. es

## **Amendment 128**

**Ivo Belet**

### **Motion for a resolution**

#### **Paragraph 13**

##### *Motion for a resolution*

13. Underlines the importance of **digitalisation**, access to data and data exchange as enablers for more efficient transport and logistics solutions, provided interoperability and equal and non-discriminatory access are ensured;

##### *Amendment*

13. Underlines the importance of **digitalization (e.g. digital freight letters)**, access to data and data exchange as enablers for more efficient transport and logistics solutions, provided interoperability and equal and non-discriminatory access are ensured;

Or. en

## **Amendment 129**

**Evžen Tošenovský, Tomasz Piotr Poręba**

### **Motion for a resolution**

#### **Paragraph 13**

##### *Motion for a resolution*

13. Underlines the importance of digitalisation, access to data and data exchange as enablers for more efficient transport and logistics solutions, provided interoperability and equal and non-discriminatory access are ensured;

##### *Amendment*

13. Underlines the importance of digitalisation, access to data and data exchange, **while maintaining high level of cyber security and data protection**, as enablers for more efficient transport and logistics solutions, provided interoperability and equal and non-discriminatory access are ensured;

Or. en

**Amendment 130**  
**Inés Ayala Sender**

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

*Motion for a resolution*

13. Underlines the importance of digitalisation, access to data and data exchange as enablers for more efficient transport and logistics solutions, provided interoperability and equal and non-discriminatory access are ensured;

*Amendment*

13. Underlines the importance of digitalisation, access to data and data exchange as enablers for more efficient transport and logistics solutions, provided interoperability and equal and non-discriminatory access are ensured; ***calls on the Commission to facilitate the digitalisation of freight transport and calls for the continuity of the Digital Transport and Logistics Forum;***

Or. en

**Amendment 131**  
**Maria Grapini**

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

*Motion for a resolution*

13. Underlines the importance of digitalisation, access to data and data exchange as enablers for more efficient transport and logistics solutions, provided interoperability and equal and non-discriminatory access are ensured;

*Amendment*

13. Underlines the importance of digitalisation, access to data and data exchange as enablers for more efficient transport and logistics solutions, provided interoperability and equal and non-discriminatory access are ensured; ***takes the view that the Internal Market Information System (IMI) is an efficient tool for the exchange of data between the authorities of the Member States;***

Or. ro

**Amendment 132**  
**Rosa D'Amato, Daniela Aiuto**

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

*Motion for a resolution*

*Amendment*

**13a.** *Calls, with a view to ensuring non-discriminatory treatment in the digital exchange of information, calls on the Commission and the Member States to develop a system of investment to provide initial IT training and ongoing refresher training on the platforms used for data exchange;*

Or. it

**Amendment 133**  
**Evžen Tošenovský, Tomasz Piotr Poręba**

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

*Motion for a resolution*

*Amendment*

14. Highlights the need to further develop information and communication systems, fully deploying Galileo and related traffic management and information systems in all modes;

14. Highlights the need to further develop information and communication systems, fully deploying **European satellite navigation systems** Galileo and **EGNOS to fully unleash their potential and** related traffic management and information systems in all **transport** modes **and logistics**;

Or. en

**Amendment 134**  
**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Jozo Radoš, Dominique Riquet, Gesine Meissner**

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

*Motion for a resolution*

*Amendment*

14. Highlights the need to further

14. Highlights the need to further

develop information and communication systems, fully deploying Galileo and related traffic management and information systems in all modes;

develop information and communication systems, fully deploying Galileo and related traffic management and information systems in all modes, ***providing access to all available financial tools to encourage private investment***;

Or. es

### **Amendment 135**

**Karima Delli**

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

##### **Paragraph 14**

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

14. Highlights the need to further develop information and communication systems, fully deploying Galileo and related traffic management and information systems in all modes;

###### *Amendment*

14. Highlights the need to further develop information and communication systems, ***focusing on cargo-pooling services***, fully deploying Galileo and related traffic management and information systems in all modes;

Or. en

### **Amendment 136**

**Inés Ayala Sender**

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

##### **Paragraph 14 a (new)**

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

###### *Amendment*

***14a. Stresses the potential of automated and autonomous transport and its use for real-time multimodal information services in logistics; Is concerned of the difficulties of ensuring that new automated vehicles and systems interact smoothly with conventional vehicles and vulnerable users . Calls on the Commission to take appropriate measure for a smooth transition at multimodal points and along TEN- Corridors of new***



*automated vehicles and other ITS solutions.*

Or. en

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

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

*Motion for a resolution*

*Amendment*

**14a. Encourages the Commission and the member States to intensify their efforts on transport avoidance approaches, such as supporting 3D-printing of products and spare parts, promoting the reconversion of abandoned spaces in and near to cities towards fruit/vegetable gardens and thereby avoiding long distance freight transport to cities;**

Or. en

**Amendment 138**  
**Andor Deli**

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

*Motion for a resolution*

*Amendment*

**14a. Is of the opinion that the future development and the widespread use of remotely controlled robots and aircraft systems (drones) foresees new, fast, environment-friendly and efficient modes of freight transport,**

Or. en

**Amendment 139**  
**Inés Ayala Sender**

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

*Motion for a resolution*

*Amendment*

**14b.** *Stresses the potential of automated and autonomous transport for logistics as well as the need to ensure, when deploying ITS systems in the network, that automated vehicles and systems interact smoothly with conventional vehicles and vulnerable users*

Or. en

**Amendment 140**  
**Inés Ayala Sender**

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

*Motion for a resolution*

*Amendment*

**14c.** *Calls on Member States to ensure swift administrative procedures aimed to speed up the implementation of TEN-T corridors; asks the Commission to ensure that the rules on SGP, State Aid and financial markets do not hinder investments*

Or. en

**Amendment 141**  
**Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský**

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

*Motion for a resolution*

*Amendment*

15. Underlines the need to ensure

15. Underlines the need to ensure

enough EU funding for the TEN-T beyond the present MFF; expects the Commission to present *the CEF mid-term review* in 2017, *proposing streamlining of measures; insists on the ‘use it or lose it’ principle, whereby unspent CEF funds are made available for upcoming calls for proposals*; suggests launching a specific call on logistics in 2017, including multimodal transport and freight solutions in urban nodes;

enough EU funding for the TEN-T beyond the present MFF; expects the Commission to present in 2017 *a flexible and comprehensive proposal for the CEF mid-term review*; suggests launching a specific call on logistics in 2017, including multimodal transport and freight solutions in urban nodes;

Or. pl

#### **Amendment 142**

**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Matthijs van Miltenburg**

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

##### *Motion for a resolution*

15. Underlines the need to ensure enough EU funding for the TEN-T beyond the present MFF; expects the Commission to present the CEF mid-term review in 2017, proposing *streamlining of measures*; insists on the ‘use it or lose it’ principle, whereby unspent CEF funds are made available for upcoming calls for proposals; *suggests launching* a specific call on logistics in 2017, including multimodal transport and freight solutions in urban nodes;

##### *Amendment*

15. Underlines the need to ensure enough EU funding for the *implementation of the* TEN-T beyond the present MFF; expects the Commission to present the CEF mid-term review in 2017, proposing *resources for the implementation of the priority projects in good time*; insists on the ‘use it or lose it’ principle, whereby unspent CEF funds are made available for upcoming calls for proposals; *urges the Commission to assess a proposal for* a specific call on logistics in 2017, including multimodal transport and freight solutions in urban nodes;

Or. es

#### **Amendment 143**

**Salvatore Domenico Pogliese**

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

*Motion for a resolution*

15. Underlines the need to ensure enough EU funding for the TEN-T beyond the present MFF; expects the Commission to present the CEF mid-term review in 2017, proposing streamlining of measures; insists on the ‘use it or lose it’ principle, whereby unspent CEF funds are made available for upcoming calls for proposals; suggests launching a specific call on logistics in 2017, including multimodal transport and freight solutions in urban nodes;

*Amendment*

15. Underlines the need to ensure enough EU funding for the TEN-T beyond the present MFF; expects the Commission to present the CEF mid-term review in 2017, proposing streamlining of measures; insists on the ‘use it or lose it’ principle, whereby unspent CEF funds are made available for upcoming calls for proposals; suggests launching a specific call on logistics in 2017, including multimodal transport and freight solutions in urban nodes, ***prioritising, partly through the leverage of financing and/or co-financing, those projects that form part of the framework of integrated intermodal platforms for freight transport, and that stand out through their modern planning, looking to investments in digitisation, incorporation of European standards and energy efficiency through the use of alternative sources of energy;***

Or. it

**Amendment 144**  
**Karima Delli**

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

*Motion for a resolution*

15. Underlines the need to ensure enough EU funding for the TEN-T beyond the present MFF; expects the Commission to present the CEF mid-term review in 2017, proposing streamlining of measures; insists on the ‘use it or lose it’ principle, whereby unspent CEF funds are made available for upcoming calls for proposals; suggests launching a specific call on logistics in 2017, including multimodal transport and freight solutions in urban nodes;

*Amendment*

15. Underlines the need to ensure enough EU funding for the TEN-T beyond the present MFF; expects the Commission to present the CEF mid-term review in 2017, proposing streamlining of measures; insists on the ‘use it or lose it’ principle, whereby unspent CEF funds are made available for upcoming calls for proposals; suggests launching a specific call on logistics in 2017, including multimodal transport and freight solutions in urban nodes ***as well as promoting innovative***

*green urban cargo projects, such as using cargo-bikes, cargo-tramways and small electric vans;*

Or. en

**Amendment 145**  
**Inés Ayala Sender**

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

*Motion for a resolution*

*Amendment*

*15a. Recalls the importance of urban nodes in the whole logistic chain where an important part of transshipments and last mile distribution takes place; Invites Member States, Commission and project promoters to put a focus in TEN-T core network corridors on the coordinated development of projects which promote multi-modality in freight logistics, in particular terminal hubs, logistic platforms and urban nodes based on actual and future transport demand and properly prioritized as regards local, cross-border and corridor-wide impact;*

Or. en

**Amendment 146**  
**Notis Marias**

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

*Motion for a resolution*

*Amendment*

*15a. Stresses the importance of investment in last-mile logistics and more ecological and rationalised logistics hubs, especially in urban areas and ports; also stress the importance of efforts to simplify administrative procedures;*

**Amendment 147**  
**Francesc Gambús**

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

*Motion for a resolution*

*Amendment*

**15a. Calls on the Commission to urge Member States to make the investment required to finalise the connections of the EU's core corridors;**

Or. es

**Amendment 148**  
**Inés Ayala Sender**

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

*Motion for a resolution*

*Amendment*

**15b. Considers that reliability, frequency, flexibility, customer orientation, transport time and price are the main factors taken into account by shippers when choosing between the different methods of transport available**

Or. en

**Amendment 149**  
**Francesc Gambús**

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

*Motion for a resolution*

*Amendment*

**15b. Asks the Commission, before**

*drafting the CEF review in 2017, to study the economic impact that harmonising the different voltages in European freight transport could have and, if applicable, to provide for the inclusion of funds for that adjustment in the CEF review;*

Or. es

**Amendment 150**  
**Francesc Gambús**

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

*Motion for a resolution*

*Amendment*

**15c. Asks the Commission to encourage, through its financial instruments, investment in multimodal connections for ports, airports and the TEN-T, and for those investments to be priorities in the 2017 CEF review;**

Or. es

**Amendment 151**  
**Rosa D'Amato, Daniela Aiuto**

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

*Motion for a resolution*

*Amendment*

16. Regards the European Rail Traffic Management System (ERTMS) as a successful European project for the promotion of freight in the rail sector, and welcomes the efforts to accelerate its deployment by establishing milestones per corridor; is aware of the constraints that affect funding of multinational, multi-level (ERTMS) projects; ***invites the Commission and the European Investment Advisory Hub to come forward***

16. Regards the European Rail Traffic Management System (ERTMS) as a successful European project for the promotion of freight in the rail sector, and welcomes the efforts to accelerate its deployment by establishing milestones per corridor; is aware of the constraints that affect funding of multinational, multi-level (ERTMS) projects;

*with specific funding solutions to ease access to European Fund for Strategic Investments (EFSI) funding for ERTMS deployment;*

Or. it

**Amendment 152**  
**Karima Delli**

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

*Motion for a resolution*

16. Regards the European Rail Traffic Management System (ERTMS) as a successful European project for the promotion of freight in the rail sector, and welcomes the efforts to accelerate its deployment by establishing milestones per corridor; is aware of the constraints that affect funding of multinational, multi-level (ERTMS) projects; invites the Commission and the European Investment Advisory Hub to come forward with specific funding solutions to ease access to European Fund for Strategic Investments (EFSI) funding for ERTMS deployment;

*Amendment*

16. Regards the European Rail Traffic Management System (ERTMS) as a successful European project for the promotion of freight in the rail sector, and welcomes the efforts to accelerate its deployment by establishing milestones per corridor; is aware of the constraints that affect funding of multinational, multi-level (ERTMS) projects; invites the Commission and the European Investment Advisory Hub to come forward with specific funding solutions to ease access to European Fund for Strategic Investments (EFSI) funding for ERTMS deployment *in favour of both infrastructure and locomotive installations;*

Or. en

**Amendment 153**  
**Jozo Radoš, Ivan Jakovčić**

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

*Motion for a resolution*

*Amendment*

**16a. Highlights that EU funding targets large projects while too little attention is paid to cross-border infrastructure and**



*facilities, particularly railway cross-border regional links; notes the projects on the comprehensive network that have significant importance for the EU are often not eligible for (co-)funding; in this regard it is important to assess the need to bridge missing links and to identify alternative possibilities for financing those projects in future; therefore highlights that cross-border infrastructure should not be neglected by the Commission and it should be as high on the European agenda as TEN-T;*

Or. en

**Amendment 154**  
**Karima Delli**

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

*Motion for a resolution*

*Amendment*

*16a. Emphasises the strategic importance of noise reduction measures at the source for rail freight wagons including co-financing of its maintenance, as well as promotion of rail connections with industrial plants that are located near enough to railway infrastructure and development of better interconnectivity of rail with seaports, inland ports and hinterland hubs are crucial for the further development of rail freight transport within an intermodal framework;*

Or. en

**Amendment 155**  
**Isabella De Monte**

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

*Motion for a resolution*

*Amendment*

**16a.** *Considers that the shift to rail and water transport should be incentivised, as they reduce congestion and are less polluting than road traffic;*

Or. it

**Amendment 156**

**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Jozo Radoš, Dominique Riquet, Gesine Meissner**

**Motion for a resolution**

**Paragraph 17**

*Motion for a resolution*

17. Underlines the fact that soft measures such as interoperable rolling stock (low wagons, multi-gauge locomotives, etc.) can significantly alleviate interoperability constraints; **urges** Shift 2Rail **to** analyse the EU market, as well as future developments, and **to** incentivise the availability of soft multi-operable infrastructure and rolling stock solutions to increase multimodal and combined transport;

*Amendment*

17. Underlines the fact that soft measures such as interoperable rolling stock (low wagons, multi-gauge locomotives, etc.) can significantly alleviate interoperability constraints, **an aim that will be achieved through the application of the interoperability directive by all Member States; suggests that** Shift 2Rail **should** analyse the EU market, as well as future developments, and **should** incentivise the availability of soft multi-operable infrastructure and rolling stock solutions to increase multimodal and combined transport;

Or. es

**Amendment 157**

**Dominique Riquet**

**Motion for a resolution**

**Paragraph 17**

*Motion for a resolution*

17. Underlines the fact that soft

*Amendment*

17. Underlines the fact that soft

measures such as interoperable rolling stock (low wagons, multi-gauge locomotives, etc.) can significantly alleviate interoperability constraints; urges Shift 2Rail to analyse the EU market, as well as future developments, and to incentivise the availability of soft multi-operable infrastructure and rolling stock solutions to **increase** multimodal and combined transport;

measures such as interoperable rolling stock (low wagons, multi-gauge locomotives, etc.) can significantly alleviate interoperability constraints; urges Shift 2Rail to analyse the EU market, as well as future developments, and to incentivise the availability of soft multi-operable infrastructure and rolling stock solutions to **support** multimodal and combined transport;

Or. fr

**Amendment 158**  
**Isabella De Monte**

**Motion for a resolution**  
**Paragraph 17 a (new)**

*Motion for a resolution*

*Amendment*

***17a. Hopes that the rolling stock will be equipped with new brakes that reduce noise pollution;***

Or. it

**Amendment 159**  
**Claudia Schmidt**

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

*Motion for a resolution*

*Amendment*

18. Points out the need to strengthen combined transport and modernise current EU rules, including those governing intra-Community cabotage and transport documents; welcomes the Commission's commitment to review Council Directive 92/106/EEC, and urges it to submit the revision without delay;

18. Points out the need to strengthen combined transport and modernise current EU rules, including those governing intra-Community cabotage and transport documents, ***so that they are clear, comprehensible and can be implemented by the authorities***; welcomes the Commission's commitment to review Council Directive 92/106/EEC, and urges it to submit the revision without delay;

**Amendment 160**  
**Dieter-Lebrecht Koch**

**Motion for a resolution**  
**Paragraph 19**

*Motion for a resolution*

19. Welcomes the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; is *of the opinion* that increased size of HCVs *would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as* reducing 'empty returns' *could achieve greater* efficiency gains *with less impact on the infrastructure*;

*Amendment*

19. Welcomes the Commission's first steps to introduce fuel *consumption* standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; is *convinced* that increased size of HCVs *and* reducing 'empty returns' *leads to significant* efficiency gains;

**Amendment 161**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 19**

*Motion for a resolution*

19. Welcomes the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; is of the opinion that increased size of HCVs would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as reducing 'empty returns' could achieve greater efficiency gains with less impact on the infrastructure;

*Amendment*

19. Welcomes the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits *as well as a GHG reduction target for the road freight sector on the basis of the Paris Agreements*; is of the opinion that increased size of HCVs would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as reducing 'empty returns' could achieve greater efficiency gains with less impact on the infrastructure;

**Amendment 162****Lars Adaktusson****Motion for a resolution****Paragraph 19***Motion for a resolution*

19. Welcomes the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; is of the opinion that increased size of *HCVs would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as reducing 'empty returns'* could achieve greater efficiency gains with *less* impact on the infrastructure;

*Amendment*

19. Welcomes the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; is of the opinion that *an integrated approach is necessary to achieve real CO<sub>2</sub> reductions*; increased size of *HCV combinations, better logistics in order to reduce 'empty returns', better use of alternative fuels and powertrains, are examples of solutions that* could achieve greater efficiency gains with *little* impact on the infrastructure;

Or. en

**Amendment 163****Isabella De Monte****Motion for a resolution****Paragraph 19***Motion for a resolution*

19. Welcomes the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; is of the opinion that increased size of HCVs would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as reducing 'empty returns' could achieve greater efficiency gains with less impact on the infrastructure;

*Amendment*

19. Welcomes the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; *on this point, would like to see rapid development in the infrastructure for alternative fuels throughout the TEN-T network*; is of the opinion that increased size of HCVs would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as reducing 'empty returns' could achieve greater efficiency

gains with less impact on the infrastructure;

Or. it

#### **Amendment 164**

**Jozo Radoš, Ivan Jakovčić**

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

##### **Paragraph 19**

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

19. Welcomes the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; is of the opinion that increased size of HCVs would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as reducing 'empty returns' could achieve greater efficiency gains with less impact on the infrastructure;

###### *Amendment*

19. Welcomes the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; ***emphasizes the potential of LNG in freight transport that could contribute to the reduction of global emissions***; is of the opinion that increased size of HCVs would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as reducing 'empty returns' could achieve greater efficiency gains with less impact on the infrastructure;

Or. en

#### **Amendment 165**

**Marie-Christine Arnautu**

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

##### **Paragraph 19**

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

19. ***Welcomes*** the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; is of the opinion that increased size of HCVs would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as reducing 'empty returns' could

###### *Amendment*

19. ***Notes*** the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; is of the opinion that increased size of HCVs would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as reducing 'empty returns' could

achieve greater efficiency gains with less impact on the infrastructure;

achieve greater efficiency gains with less impact on the infrastructure;

Or. fr

### **Amendment 166**

**Rosa D'Amato, Daniela Aiuto**

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

##### **Paragraph 19**

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

19. Welcomes the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; is of the opinion that increased size of HCVs would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as reducing 'empty returns' could achieve greater efficiency gains with less impact on the infrastructure;

###### *Amendment*

19. Welcomes the Commission's first steps to introduce fuel standards for heavy commercial vehicles (HCVs) and CO<sub>2</sub> limits; is of the opinion that increased size of HCVs would entail a deep revision of the infrastructure and operational standards of the TEN-T network and that alternatives such as reducing 'empty returns' could achieve greater efficiency gains with less impact on the infrastructure **and the environment**;

Or. it

### **Amendment 167**

**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička**

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

##### **Paragraph 20**

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

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; ***calls for the possibility to be introduced in the core network corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards to circulate without restrictions 365 days a***

###### *Amendment*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain;

*year; insists that the core-network corridors be provided at least with alternative filling stations and safe truck parking areas;*

Or. es

**Amendment 168**  
**Marie-Christine Arnautu**

**Motion for a resolution**  
**Paragraph 20**

*Motion for a resolution*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; ***calls for the possibility to be introduced in the core network corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards to circulate without restrictions 365 days a year; insists that the core-network corridors be provided at least with alternative filling stations and safe truck parking areas;***

*Amendment*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain;

Or. fr

**Amendment 169**  
**Dieter-Lebrecht Koch**

**Motion for a resolution**  
**Paragraph 20**

*Motion for a resolution*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; ***calls for the possibility to be introduced in the core network***

*Amendment*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; insists that the core-network corridors be ***extensively*** provided



*corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards to circulate without restrictions 365 days a year*; insists that the core-network corridors be provided *at least* with alternative filling stations and safe truck parking areas;

with alternative filling stations and safe truck parking areas, *including the requisite facilities to make it possible for professional drivers to spend their rest times in decent conditions*;

Or. de

**Amendment 170**  
**Claudia Schmidt**

**Motion for a resolution**  
**Paragraph 20**

*Motion for a resolution*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; calls for *the possibility to be introduced in the core network corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards* to circulate without restrictions 365 days a year; insists that the core-network corridors be provided at least with *alternative filling stations and* safe truck parking areas;

*Amendment*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; calls for *the regions affected to have the opportunity to authorise loaded HCVs in the relevant highest pollutant and noise protection classes* to circulate without restrictions 365 days a year; insists that the core-network corridors be provided at least with safe truck parking areas;

Or. de

**Amendment 171**  
**Dominique Riquet**

**Motion for a resolution**  
**Paragraph 20**

*Motion for a resolution*

20. Considers that further measures are

*Amendment*

20. Considers that further measures are

needed to make road transport more efficient and environmentally friendly in the logistics chain; ***calls for the possibility to be introduced in the core network corridors of allowing*** loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards ***to circulate without restrictions 365 days a year***; insists that the core-network corridors be provided at least with alternative filling stations and safe truck parking areas;

needed to make road transport more efficient and environmentally friendly in the logistics chain; ***proposes easing traffic restrictions for*** loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards; insists that the core-network corridors be provided at least with alternative filling stations and safe truck parking areas;

Or. fr

### **Amendment 172**

**Jozo Radoš, Ivan Jakovčić**

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

##### **Paragraph 20**

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

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; calls for the possibility to be introduced in the core network corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards to circulate without restrictions 365 days a year; insists that the core-network corridors be provided at least with alternative filling stations and safe truck parking areas;

###### *Amendment*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; calls for the possibility to be introduced in the core network corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards to circulate without restrictions 365 days a year; ***calls on the Commission to support incentives aimed at wider use of LNG in freight transport, especially in maritime sector***; insists that the core-network corridors be provided at least with alternative filling stations, ***LNG refuelling points*** and safe truck parking areas;

Or. en

### **Amendment 173**

**Peter van Dalen**

**Motion for a resolution**  
**Paragraph 20**

*Motion for a resolution*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; calls for the possibility to be introduced in the core network corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards to circulate without restrictions 365 days a year; insists that the core-network corridors be provided at least with alternative filling stations and safe truck parking areas;

*Amendment*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; calls for the possibility to be introduced in the core network corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards to circulate without restrictions 365 days a year; ***calls for LHV trucks ('ecocombi') to be allowed on the road throughout the EU***; insists that the core-network corridors be provided at least with alternative filling stations and safe truck parking areas;

Or. nl

**Amendment 174**  
**Jens Nilsson**

**Motion for a resolution**  
**Paragraph 20**

*Motion for a resolution*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; calls for the possibility to be introduced in the core network corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards to circulate without restrictions 365 days a year; insists that the core-network corridors be provided at least with alternative filling stations and safe truck parking areas;

*Amendment*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; calls for the possibility to be introduced in the core network corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards to circulate without restrictions 365 days a year; insists that the core-network corridors be provided at least with alternative filling stations ***by the core-network*** and safe truck parking areas;

Or. sv

**Amendment 175**  
**Rosa D'Amato, Daniela Aiuto**

**Motion for a resolution**  
**Paragraph 20**

*Motion for a resolution*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; calls for the possibility to be introduced in the core network corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards to circulate without restrictions 365 days a year; insists that the **core-network** corridors be provided at least with alternative filling stations and safe truck parking areas;

*Amendment*

20. Considers that further measures are needed to make road transport more efficient and environmentally friendly in the logistics chain; calls for the possibility to be introduced in the core network corridors of allowing loaded HCVs running on clean alternative fuels compliant with the highest emissions, noise, safety and social standards to circulate without restrictions 365 days a year; insists that the **network** corridors be provided at least with alternative filling stations and safe truck parking areas;

Or. it

**Amendment 176**  
**Tomasz Piotr Poręba, Kosma Złotowski**

**Motion for a resolution**  
**Paragraph 20 a (new)**

*Motion for a resolution*

***20a. Notes that inland waterways must play an increasing role in serving seaports as logistics centres, in particular by moving goods to hinterland and linking the European seas;***

*Amendment*

Or. pl

**Amendment 177**  
**Matthijs van Miltenburg, Pavel Telička**

**Motion for a resolution**  
**Paragraph 21**

*Motion for a resolution*

21. Stresses the importance of improving the provision of and access to information on EU multimodal and logistics services, in particular to SMEs that have limited access to this information; calls on the Commission, in cooperation with network operators, to **present a handbook on multimodal transport in the EU that includes** current agreements, tools, conventions, legislation and best practices;

*Amendment*

21. Stresses the importance of improving the provision of and access to information on EU multimodal and logistics services, in particular to SMEs that have limited access to this information; calls on the Commission, in cooperation with network operators, to **facilitate the exchange of** current agreements, tools, conventions, legislation and best practices **on multimodal transport in the EU;**

Or. en

**Amendment 178**  
**Dubravka Šuica**

**Motion for a resolution**  
**Paragraph 21**

*Motion for a resolution*

21. Stresses the importance of improving the provision of and access to information on EU multimodal and logistics services, in particular to SMEs that have limited access to this information; calls on the Commission, in cooperation with network operators, to present a handbook on multimodal transport in the EU that includes current agreements, tools, conventions, legislation and best practices;

*Amendment*

21. Stresses the importance of improving the provision of and access to information on EU multimodal and logistics services, in particular to SMEs that have limited access to this information; calls on the Commission, in cooperation with network operators, to present a handbook on multimodal transport in the EU that includes current agreements, tools, conventions, legislation and best practices; **calls on the Commission to publish the relevant handbook on the Internet;**

Or. hr

**Amendment 179**  
**Maria Grapini**

**Motion for a resolution**  
**Paragraph 21**

*Motion for a resolution*

21. Stresses the importance of improving the provision of and access to information on EU multimodal and logistics services, in particular to SMEs that have limited access to this information; calls on the Commission, in cooperation with network operators, to present a handbook on multimodal transport in the EU that includes current agreements, tools, conventions, legislation and best practices;

*Amendment*

21. Stresses the importance of improving the provision of and access to information on EU multimodal and logistics services, in particular to SMEs that have limited access to this information; calls on the Commission, in cooperation with network operators, to present a handbook on multimodal transport in the EU that includes current agreements, tools, conventions, legislation and best practices ***which will support economic operations, particularly those of the IMI;***

Or. ro

**Amendment 180**  
**Jozo Radoš, Ivan Jakovčić**

**Motion for a resolution**  
**Paragraph 21**

*Motion for a resolution*

21. Stresses the importance of improving the provision of and access to information on EU multimodal and logistics services, in particular to SMEs that have limited access to this information; calls on the Commission, in cooperation with network operators, to present a handbook on multimodal transport in the EU that includes current agreements, tools, conventions, legislation and best practices;

*Amendment*

21. Stresses the importance of improving the provision of and access to information on EU multimodal and logistics services, in particular to SMEs, ***transport businesses and start-ups*** that have limited access to this information; calls on the Commission, in cooperation with network operators, to present a handbook on multimodal transport in the EU that includes current agreements, tools, conventions, legislation and best practices;

Or. en

**Amendment 181**  
**Rosa D'Amato, Daniela Aiuto**

**Motion for a resolution**  
**Paragraph 21**

*Motion for a resolution*

21. Stresses the importance of improving the provision of and access to information on EU multimodal and logistics services, in particular to SMEs that have limited access to this information; calls on the Commission, in cooperation with network operators, to present a handbook on multimodal transport in the EU that includes current agreements, tools, conventions, legislation and best practices;

*Amendment*

21. Stresses the importance of improving the provision of and access to information on EU multimodal and logistics services, in particular to SMEs that have limited access to this information; calls on the Commission **and the Member States**, in cooperation with network operators, to present a handbook on multimodal transport in the EU that includes current agreements, tools, conventions, legislation and best practices;

Or. it

**Amendment 182**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 21 a (new)**

*Motion for a resolution*

21a. Considers that the uptake of cleaner propulsion systems in freight transport should be reinforced by a coordinated and urgent deployment of alternative fuels infrastructure in TEN-T corridors, in line with EU legislation;

*Amendment*

**21a. Considers that the uptake of cleaner propulsion systems in freight transport should be reinforced by a coordinated and urgent deployment of alternative fuels infrastructure in TEN-T corridors, in line with EU legislation;**

Or. en

**Amendment 183**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 21 b (new)**

*Motion for a resolution*

*Amendment*

***21b. Notes that the working and living conditions of the workforce in the logistic chain have substantially deteriorated in the past years making less attractive this sector for new generations, in particular for mobile workers.***

Or. en

**Amendment 184**  
**Matthijs van Miltenburg**

**Motion for a resolution**  
**Paragraph 22**

*Motion for a resolution*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, ***and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, for example EU migrants;***

*Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector;

Or. en

**Amendment 185**  
**Dominique Riquet**

**Motion for a resolution**  
**Paragraph 22**

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*Motion for a resolution*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, ***and working conditions, costs and barriers that discourage the workforce from entering the transport sector***, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; ***regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, for example EU migrants***;

*Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the ***transport*** sector's performance; calls on the Commission to identify training and learning needs at EU level, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations;

Or. fr

**Amendment 186**  
**Claudia Schmidt**

**Motion for a resolution**  
**Paragraph 22**

*Motion for a resolution*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; ***regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, for example EU***

*Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations;

*migrants;*

Or. de

### **Amendment 187**

**Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský**

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

##### **Paragraph 22**

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

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; ***regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, for example EU migrants;***

###### *Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations;

Or. en

### **Amendment 188**

**Marie-Christine Arnautu**

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

##### **Paragraph 22**

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

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's

###### *Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's

performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and *new entrants* on the transport labour market, *for example EU migrants*;

performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and *the millions of people who are currently unemployed* on the transport labour market;

Or. fr

**Amendment 189**  
**Andor Deli**

**Motion for a resolution**  
**Paragraph 22**

*Motion for a resolution*

22. Notes with concern that the logistics sector *will face* a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, *for example EU migrants*;

*Amendment*

22. Notes with concern that the logistics sector *is facing* a shortage of workforce *and the technological development will create further challenges* in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market;

Or. en

## **Amendment 190**

**Notis Marias**

### **Motion for a resolution**

#### **Paragraph 22**

##### *Motion for a resolution*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, *for example EU migrants*;

##### *Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market;

Or. el

## **Amendment 191**

**Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský**

### **Motion for a resolution**

#### **Paragraph 22**

##### *Motion for a resolution*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an

##### *Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an

opportunity to increase the proportion of women and new entrants on the transport labour market, *for example EU migrants*;

opportunity to increase the proportion of women and new entrants on the transport labour market;

Or. pl

## **Amendment 192**

**Ivo Belet**

### **Motion for a resolution**

#### **Paragraph 22**

##### *Motion for a resolution*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, *for example EU migrants*;

##### *Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market;

Or. en

## **Amendment 193**

**Jens Nilsson**

### **Motion for a resolution**

#### **Paragraph 22**

##### *Motion for a resolution*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital

##### *Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital

technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, for example *EU migrants*;

technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, for example *new arrivals*; ***what is more, strategic investment in training and better work conditions should include initiatives for knowledge development within the public sector in order to include freight issues in a better manner in social planning and the development of demonstration and test arenas, where research and innovation related to freight and logistics can be applied and tested under real conditions.***

Or. sv

## **Amendment 194** **Dubravka Šuica**

### **Motion for a resolution** **Paragraph 22**

#### *Motion for a resolution*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport

#### *Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport

labour market, for example EU migrants;

labour market, for example EU migrants;  
*calls on the Commission, given the under-representation of women, to take positive discrimination measures to increase the percentage of women working in the transport sector;*

Or. hr

**Amendment 195**  
**Isabella De Monte**

**Motion for a resolution**  
**Paragraph 22**

*Motion for a resolution*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, for example EU migrants;

*Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to digital technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, *and for these reasons believes that this training should be uniform and recognised at EU level;* and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, for example EU migrants;

Or. it

**Amendment 196**  
**Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Pavel Telička, Jozo Radoš,**  
**Dominique Riquet, Gesine Meissner**

**Motion for a resolution**  
**Paragraph 22**

*Motion for a resolution*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to **digital** technologies could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, for example EU migrants;

*Amendment*

22. Notes with concern that the logistics sector will face a shortage of workforce in the coming years and that slow adaptation of its workforce to **new** technologies, **including digital technologies**, could undermine the sector's performance; calls on the Commission to identify training and learning needs at EU level, and working conditions, costs and barriers that discourage the workforce from entering the transport sector, and to propose as a matter of urgency measures to make it more attractive to young people and to future generations; regards this as an opportunity to increase the proportion of women and new entrants on the transport labour market, for example EU migrants;

Or. es

**Amendment 197**  
**Dominique Riquet**

**Motion for a resolution**  
**Paragraph 22 – point 1 (new)**

*Motion for a resolution*

**(1) Highlights the important and growing role of automation and autonomation in the transport sector (autonomous vehicles) and of logistic tasks; calls on the Commission to support research and investment into the development of key technologies, and to support the integration of automation and autonomation into logistics to make said technologies more effective; and to encourage businesses and authorities to prepare workers and their training for the changeover to new technologies when necessary;**

Or. fr



**Amendment 198**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 22 – Subheading 5 a (new)**

*Motion for a resolution*

*Amendment*

***Better statistical information on logistics needed***

Or. en

**Amendment 199**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 22 a (new)**

*Motion for a resolution*

*Amendment*

***22a. Underlines the need for better intermodal transport and performance statistics of the logistics sector in order to facilitate forecast and review of policy and investments measures as well as to provide valuable information for operators; calls on the Commission to work with stakeholders to develop an EU-wide framework for multimodal transport and logistics statistical data; including developing new indicators that better reflect real freight trends )***

Or. en

**Amendment 200**  
**Rosa D'Amato, Daniela Aiuto**

**Motion for a resolution**  
**Paragraph 22 a (new)**

*Motion for a resolution*

*Amendment*

**22a.** *In view of this, calls on the Commission and Member States to strengthen all measures and funding of the cohesion policy designed to guarantee the creation of more jobs and to decrease social and employment differences between the countries involved in the TEN-T networks;*

Or. it

**Amendment 201**

**Maria Grapini**

**Motion for a resolution**

**Paragraph 22 a (new)**

*Motion for a resolution*

*Amendment*

**22a.** *Calls on the Commission to evaluate the possibility of dual and vocational financial investment in the transport sector;*

Or. ro

**Amendment 202**

**Inés Ayala Sender**

**Motion for a resolution**

**Paragraph 22 b (new)**

*Motion for a resolution*

*Amendment*

**22b.** *Notes that a decision of the UK to leave the EU would have an impact on EU transport policy and the TEN-T network; . Calls on the Commission to set up a task force to evaluate the impact on the EU network as well as ton logistic chains, in particular for the North Sea Mediterranean corridor that links Ireland through the UK;*

**Amendment 203**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 22 c (new)**

*Motion for a resolution*

*Amendment*

**22c. Urges Commission and Member States to provide sufficient and safe parking space in the TENT-t corridors to avoid increasing security issues with mobile transport workers.**

Or. en

**Amendment 204**  
**Claudia Schmidt**

**Motion for a resolution**  
**Paragraph 23**

*Motion for a resolution*

*Amendment*

**23. Calls on the Commission and the Member States to take into consideration the recent EP recommendations on fighting ‘social dumping’ in the transport sector;**

**deleted**

Or. de

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

**Motion for a resolution**  
**Paragraph 23**

*Motion for a resolution*

*Amendment*

**23. Calls on the Commission and the Member States to take into consideration**

**deleted**

*the recent EP recommendations on fighting ‘social dumping’ in the transport sector;*

Or. pl

**Amendment 206**  
**Andor Deli**

**Motion for a resolution**  
**Paragraph 23**

*Motion for a resolution*

23. Calls on the Commission and the Member States to take into consideration the recent EP recommendations *on fighting ‘social dumping’ in the transport sector;*

*Amendment*

23. Calls on the Commission and the Member States to take into consideration the recent EP recommendations *in the transport sector; notes that any changes 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 transport undertakings, especially SMEs;*

Or. en

**Amendment 207**  
**Matthijs van Miltenburg, Pavel Telička**

**Motion for a resolution**  
**Paragraph 23**

*Motion for a resolution*

23. Calls on the Commission and the Member States to take *into consideration* the recent EP recommendations on *fighting ‘social dumping’ in the transport sector;*

*Amendment*

23. Calls on the Commission and the Member States to take *note of* the recent EP recommendations on *social-economic aspects of* the transport sector;

Or. en

**Amendment 208**  
**Marie-Christine Arnautu**

**Motion for a resolution**  
**Paragraph 23**

*Motion for a resolution*

23. ***Calls on*** the Commission and the Member States to take into consideration the recent EP recommendations on fighting ‘social dumping’ in the transport sector;

*Amendment*

23. ***Urges*** the Commission and the Member States to take into consideration the recent EP recommendations on fighting ‘social dumping’, ***made possible by EU directives***, in the transport sector;

Or. fr

**Amendment 209**  
**Karima Delli**

**Motion for a resolution**  
**Paragraph 23**

*Motion for a resolution*

23. Calls on the Commission and the Member States to take into consideration the recent EP recommendations on fighting ‘social dumping’ in the transport sector;

*Amendment*

23. Calls on the Commission and the Member States to take into consideration the recent EP recommendations on fighting ‘social dumping’, ***exploitation of workers and pseudo-independents*** in the transport sector;

Or. en

**Amendment 210**  
**Ivo Belet**

**Motion for a resolution**  
**Paragraph 23**

*Motion for a resolution*

23. Calls on the Commission and the Member States to take into consideration the recent EP recommendations on ***fighting*** ‘social dumping’ in the transport sector;

*Amendment*

23. Calls on the Commission and the Member States to take into consideration the recent EP recommendations on ***combatting*** ‘social dumping’ in the transport sector;

