



2016/2271(INI)

7.3.2017

AMENDMENT 1 - 110

Draft opinion
Pavel Telička
(PE599.589v01-00)

on Digitising European industry
(2016/2271(INI))

Amendment 1
Henna Virkkunen

Draft opinion
Recital A

Draft opinion

A. whereas digitalisation creates new opportunities in the transport sector for manufacturers, operators, investors and passengers and is a necessity for the transport industry to remain both competitive and operational;

Amendment

A. whereas digitalisation creates new opportunities in the transport sector for manufacturers, operators, investors and passengers and is a necessity for the transport industry to remain both competitive and operational; ***whereas digitalisation makes it possible to carry out transport services more economically, more effectively and in a more sustainable manner;***

Or. en

Amendment 2
Cláudia Monteiro de Aguiar

Draft opinion
Recital A

Draft opinion

A. whereas digitalisation creates new opportunities in the transport sector for manufacturers, operators, investors and passengers and ***is a necessity for the transport industry*** to remain both competitive and operational;

Amendment

A. whereas digitalisation creates new opportunities in the transport sector for manufacturers, operators, investors and passengers and, ***in the tourism sector, for visitors, tour operators and related undertakings, given the need for these sectors*** to remain both competitive and operational;

Or. pt

Amendment 3
Jill Evans

Draft opinion
Recital A

Draft opinion

A. whereas digitalisation creates new opportunities in the transport sector for manufacturers, operators, investors and passengers and is a necessity for *the* transport *industry to remain both* competitive and *operational*;

Amendment

A. whereas digitalisation creates new opportunities in the *freight and passenger* transport sector for manufacturers, operators, investors, *staff* and passengers and is a necessity for transport *services to become more sustainable*, competitive and *performant*;

Or. en

Amendment 4
João Pimenta Lopes

Draft opinion
Recital A

Draft opinion

A. whereas digitalisation *creates* new opportunities in the transport sector for manufacturers, operators, investors and passengers *and is a necessity for the transport industry to remain both* competitive and *operational*;

Amendment

A. whereas digitalisation *can create* new opportunities in the transport sector for manufacturers, operators, *workers*, investors, and passengers and *is an important tool for making the transport sector more operational*;

Or. pt

Amendment 5
István Ujhelyi, José Blanco López, Isabella De Monte, Nicola Caputo, Francisco Assis, Claudia Tapardel, Maria Grapini, Miltiadis Kyrkos, Lucy Anderson

Draft opinion
Recital A

Draft opinion

A. whereas digitalisation creates new

Amendment

A. whereas digitalisation creates new

opportunities in the transport **sector** for manufacturers, operators, investors and passengers and is a necessity for the transport **industry** to remain both competitive and operational;

opportunities in the transport **and tourism sectors** for manufacturers, operators, investors and passengers and is a necessity for the transport **and tourism industries** to remain both competitive and operational;

Or. en

Amendment 6
Andor Deli

Draft opinion
Recital A

Draft opinion

A. whereas digitalisation creates new opportunities in the transport sector for manufacturers, operators, investors and passengers and is a necessity for the transport industry to remain both competitive and operational;

Amendment

A. whereas digitalisation creates new opportunities in the transport sector for manufacturers, **especially SMEs**, operators, investors and passengers and is a necessity for the transport industry to remain both competitive and operational;

Or. en

Amendment 7
Isabella De Monte

Draft opinion
Recital A

Draft opinion

A. whereas digitalisation creates new opportunities in the transport **sector** for manufacturers, operators, investors and passengers and is a necessity for **the transport industry** to remain both competitive and operational;

Amendment

A. whereas digitalisation creates new opportunities in the transport **and tourism sectors** for manufacturers, operators, investors and passengers and is a necessity for **these industries** to remain both competitive and operational;

Or. it

Amendment 8
Gabriele Preuß

Draft opinion
Recital A

Draft opinion

A. whereas digitalisation creates new opportunities in the transport sector for manufacturers, operators, investors and passengers and is a necessity for the transport industry to ***remain both*** competitive ***and operational***;

Amendment

A. whereas digitalisation creates new opportunities in the transport sector for manufacturers, operators, investors and passengers and is a necessity for the transport industry to ***be*** competitive;

Or. de

Amendment 9
István Ujhelyi

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. whereas digitalisation is one of the top priorities for the traditional sectors, such as transport, in order to foster their attractiveness and competitiveness and maintain their strong economic position in Europe;

Or. en

Amendment 10
Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Jozo Radoš

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. whereas digitalisation has already contributed to the transformation of the

transport sector, allowing in particular the gradual automation of transport modes and facilitation of transport services;

Or. en

Amendment 11
Henna Virkkunen

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. whereas digitalisation benefits the tourism industry enabling an easy access to real-time information and wide variety of services for travellers;

Or. en

Amendment 12
Henna Virkkunen

Draft opinion
Recital A b (new)

Draft opinion

Amendment

Ab. whereas digitalisation brings new business models and supports the development of collaborative economy in the transport and tourism sectors;

Or. en

Amendment 13
Lucy Anderson

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes the Commission Communication on Digitising European Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, although connected and automated driving is one of the most exciting digital transformations in the sector, there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Amendment

1. Welcomes the Commission Communication on Digitising European Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, although connected and automated driving is one of the most exciting digital transformations in the sector, there is potential for digitalisation in all modes of transport, and ***co-ordination with all the new technologies used in the sector, such as the European global satellite-based navigation system GALILEO, and*** also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Or. en

Amendment 14

Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Jozo Radoš

Draft opinion Paragraph 1

Draft opinion

1. Welcomes the Commission Communication on Digitising European Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, although connected and automated driving is one of the most exciting digital transformations in the sector, there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Amendment

1. Welcomes the Commission Communication on Digitising European Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, although connected and automated driving is one of the most exciting digital transformations in the sector, there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future; ***asks the Commission to focus on digital transformations in all modes of***

transport, including transport and tourism related services;

Or. en

Amendment 15
João Pimenta Lopes

Draft opinion
Paragraph 1

Draft opinion

1. *Welcomes* the Commission Communication on Digitising European Industry, *but regrets that*, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently *all* existing challenges; recalls that, *although connected and automated driving is one of the most exciting digital transformations in the sector*, there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Amendment

1. *Notes that* the Commission Communication on Digitising European Industry, as its focus on the transport sector is limited to connected and automated driving, does not address sufficiently *other* existing challenges; recalls that there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Or. pt

Amendment 16
Jill Evans

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes the Commission Communication on Digitising European Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, *although connected and automated*

Amendment

1. Welcomes the Commission Communication on Digitising European Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that automated driving *is already a reality*

driving is *one of the most exciting digital transformations* in the sector, there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers *where results can be expected in the near future*;

in aviation as well as in the *public transport* sector; *further recalls that* there is potential for digitalisation in all modes of transport, *in operational and administrative processes, in staffing*, and also throughout the value chain from manufacturers to passengers *and freight*;

Or. en

Amendment 17
Gabriele Preuß

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes the Commission Communication on Digitising European Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, *although connected and automated driving is one of the most exciting digital transformations in the sector*, there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Amendment

1. Welcomes the Commission Communication on Digitising European Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving *and to drones*, it does not address sufficiently all existing challenges; recalls that there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Or. de

Amendment 18
Rosa D'Amato, Daniela Aiuto

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes the Commission Communication on Digitising European

Amendment

1. Welcomes the Commission Communication on Digitising European

Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, although connected and automated driving is one of the most exciting digital transformations in the sector, there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, although connected and automated driving is one of the most exciting digital transformations in the sector, there is potential for digitalisation in all modes of transport *of both passengers and goods*, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Or. it

Amendment 19

István Ujhelyi, José Blanco López, Isabella De Monte, Nicola Caputo, Francisco Assis, Claudia Tapardel, Maria Grapini, Miltiadis Kyrkos, Lucy Anderson

Draft opinion Paragraph 1

Draft opinion

1. Welcomes the Commission Communication on Digitising European Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, although connected and automated driving is one of the most exciting digital transformations in the sector, there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Amendment

1. Welcomes the Commission Communication on Digitising European Industry, but regrets that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, although connected and automated driving is one of the most exciting digital transformations in the sector, there is potential for digitalisation in all modes of transport *and tourism*, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Or. en

Amendment 20

Dieter-Lebrecht Koch

Draft opinion
Paragraph 1

Draft opinion

1. Welcomes the Commission Communication on Digitising European Industry, but *regrets* that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, although connected and automated driving is one of the most exciting digital transformations in the sector, there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Amendment

1. Welcomes the Commission Communication on Digitising European Industry, but *notes* that, as its focus on the transport sector is limited to connected and automated driving, it does not address sufficiently all existing challenges; recalls that, although connected and automated driving is one of the most exciting digital transformations in the sector, there is potential for digitalisation in all modes of transport, and also throughout the value chain from manufacturers to passengers where results can be expected in the near future;

Or. de

Amendment 21
Gesine Meissner

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Highlights that digital solutions have the potential to simplify procedures and requirements in all transport modes, including shipping, where the Commission is urged to propose a revision of the Reporting Formalities Directive as part of the Commission's Digital Single Market Package, in order to establish a European single window environment for maritime carriers that fully ensure the "reporting once" principle and which share all necessary cargo and conveyance data between governments and all relevant authorities, which would reduce the administrative burden for ship crew, shipping companies and all relevant authorities;

Amendment 22
João Pimenta Lopes

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Reiterates that at no time can the digitization process be used to achieve job cuts and reduce the wage bill or as an instrument to undermine worker rights and destabilise labour relations; takes the view that adequate vocational training is needed to prepare for the integration of technologies related to digitization;

Or. pt

Amendment 23
Evžen Tošenovský, Roberts Zīle

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Underlines the critical importance of reliable positioning and timing information provided by the European satellite navigation programmes Galileo and EGNOS for the implementation of automated vehicles, particularly for navigation and safety systems in automated vehicles on the one hand and for intelligent transport systems and traffic management systems on the other hand;

Or. en

Amendment 24
Jill Evans

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Underlines the importance of assessing the societal, psychological and health effect of digitalisation in transport, mobility and tourism services with particular emphasis on the behaviour and choices of the users of these services, in particular the younger generation;

Or. en

Amendment 25
Isabella De Monte

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Regrets that in the Communication on Digitising European Industry mentions only transport and not tourism, which helps generate around 10% of Europe's GDP;

Or. it

Amendment 26
João Pimenta Lopes

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1b. Calls for Member States to incorporate digitization into their national transport sector strategies, safeguarding

their interests in the first instance by giving priority to policies that uphold and guarantee the right of people to public transport and encouraging investment in the sector;

Or. pt

Amendment 27
João Pimenta Lopes

Draft opinion
Paragraph 1 c (new)

Draft opinion

Amendment

Ic. Considers that digitization may pose a threat to small and medium-sized enterprises in the sector and may be used to promote concentrations and the creation of monopolies; believes that Member States must introduce safeguards against these risks, in particular through their national legislation;

Or. pt

Amendment 28
João Pimenta Lopes

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU

deleted

could help overcome this fragmentation;

Or. pt

Amendment 29

Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Jozo Radoš

Draft opinion

Paragraph 2

Draft opinion

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help overcome this fragmentation;

Amendment

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help overcome this fragmentation; ***stresses that the objective should not be just another policy paper but a real strategy reflecting innovation trends and market potential, the implementation of which would be continuously evaluated;***

Or. en

Amendment 30

Cláudia Monteiro de Aguiar

Draft opinion

Paragraph 2

Draft opinion

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport

Amendment

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport

and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help overcome this fragmentation;

and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help overcome this fragmentation ***and attract investment in digital projects; notes that intelligent transport systems contribute to mobility and tourism sector development;***

Or. pt

Amendment 31
Lucy Anderson, Miltiadis Kyrkos

Draft opinion
Paragraph 2

Draft opinion

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help overcome this fragmentation;

Amendment

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; ***underlines that there are significant and increasing disparities between Member States in transport competitiveness and digitalisation;*** believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help overcome this fragmentation;

Or. en

Amendment 32
Rosa D'Amato, Daniela Aiuto

Draft opinion
Paragraph 2

Draft opinion

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help overcome this fragmentation;

Amendment

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help ***to not only*** overcome this fragmentation ***but also make the entire European market more competitive with third countries such as China.***

Or. it

Amendment 33
Gabriele Preuß

Draft opinion
Paragraph 2

Draft opinion

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help overcome this fragmentation;

Amendment

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help overcome this fragmentation; ***stresses that action must be taken at an early stage to prevent possible job losses through digitalisation in the transport sector;***

Or. de

Amendment 34
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Paragraph 2

Draft opinion

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; believes that ***developing*** a coordinated Industrial Digitalisation Strategy (IDS) for the EU ***could help*** overcome this fragmentation;

Amendment

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport sector, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; ***notes that disparities in digitalisation also exist between regions and between large companies and SMEs***; believes that a coordinated Industrial Digitalisation Strategy (IDS) for the EU ***should*** overcome this fragmentation ***and disparities***;

Or. en

Amendment 35
István Ujhelyi, José Blanco López, Isabella De Monte, Nicola Caputo, Francisco Assis, Claudia Tapardel, Maria Grapini, Miltiadis Kyrkos, Lucy Anderson

Draft opinion
Paragraph 2

Draft opinion

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport ***sector***, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help overcome this fragmentation;

Amendment

2. Points out that the digitalisation process has not been beneficial to the same extent throughout the transport ***and tourism sectors***, which has created a detrimental fragmentation within the internal market both between different modes of transport and within the same mode; believes that developing a coordinated Industrial Digitalisation Strategy (IDS) for the EU could help overcome this fragmentation;

Or. en

Amendment 36
Marie-Christine Arnautu

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Regrets that the benefit derived from the value added generated by improvement and expansion of digitalisation in the transport sector is very unequally divided amongst professionals in the sector, with employees most often standing to gain the least;

Or. fr

Amendment 37
Dieter-Lebrecht Koch

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Calls for the Digitalisation Strategy to take due account from the very start of accessibility for the elderly and for people with disabilities;

Or. de

Amendment 38
João Pimenta Lopes

Draft opinion
Paragraph 3 – introductory part

Draft opinion

Amendment

3. Considers that ***an IDS will***

3. Considers that ***ID could*** contribute

contribute to solving some of the most pressing challenges in the transport and tourism sectors; ***calls, therefore, on the Commission to further support digitalisation*** in order to:

to solving some of the most pressing challenges in the transport and tourism sectors in order to:

Or. pt

Amendment 39
Nicola Caputo, István Ujhelyi

Draft opinion
Paragraph 3 – point a

Draft opinion

(a) improve the overall safety and environmental performance of the transport sector;

Amendment

(a) improve the overall safety and environmental performance of the transport sector; ***keep working upon a concept of liability which is suitable for fully-automated transportation;***

Or. en

Amendment 40
Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Jozo Radoš

Draft opinion
Paragraph 3 – point a

Draft opinion

(a) improve the overall safety and environmental performance of the transport sector;

Amendment

(a) improve the overall safety, ***quality*** and environmental performance of the transport sector;

Or. en

Amendment 41
Andor Deli

Draft opinion
Paragraph 3 – point b

Draft opinion

(b) improve accessibility and awareness of alternative mobility solutions;

Amendment

(b) improve accessibility and awareness of alternative mobility solutions ***throughout the EU, including less developed regions;***

Or. en

Amendment 42
Olga Sehnalová

Draft opinion
Paragraph 3 – point b

Draft opinion

(b) improve accessibility and awareness of alternative mobility solutions;

Amendment

(b) improve accessibility and awareness of alternative mobility solutions, ***above all in urban areas;***

Or. cs

Amendment 43
Isabella De Monte

Draft opinion
Paragraph 3 – point b

Draft opinion

(b) improve accessibility and awareness of alternative mobility solutions;

Amendment

(b) improve accessibility and awareness of alternative mobility ***and transport*** solutions;

Or. it

Amendment 44
Olga Sehnalová

Draft opinion
Paragraph 3 – point b a (new)

Draft opinion

Amendment

(ba) support the deployment of modern information technologies which can be utilised to organise traffic management in urban areas so as to improve the quality of life of the inhabitants;

Or. cs

Amendment 45
Jill Evans

Draft opinion
Paragraph 3 – point b a (new)

Draft opinion

Amendment

(ba) make digitalised systems barrier-free accessible for persons with reduced mobility as well as for persons with a handicap;

Or. en

Amendment 46
Maria Grapini

Draft opinion
Paragraph 3 – point b a (new)

Draft opinion

Amendment

ba) adapting and developing new and existing infrastructures in line with the needs of digitization;

Or. ro

Amendment 47
Jill Evans

Draft opinion
Paragraph 3 – point c

Draft opinion

(c) reduce transport costs, such as maintenance costs, and **increase** infrastructure capacity (e.g. **platooning**);

Amendment

(c) reduce transport costs, such as maintenance costs, and **make better use of existing** infrastructure capacity (e.g. **ITS, ERTMS, RIS**), **where appropriate using satellite-based systems**;

Or. en

Amendment 48
Merja Kyllönen

Draft opinion
Paragraph 3 – point c

Draft opinion

(c) reduce transport costs, such as maintenance costs, and **increase** infrastructure capacity (e.g. platooning);

Amendment

(c) reduce transport costs, such as maintenance costs, and **improve the efficiency of the use of existing transport** infrastructure capacity (e.g. platooning);

Or. en

Amendment 49
Olga Sehnalová

Draft opinion
Paragraph 3 – point c

Draft opinion

(c) reduce transport costs, such as maintenance costs, and **increase** infrastructure capacity (e.g. platooning);

Amendment

(c) reduce transport costs, such as maintenance costs, and **increase** infrastructure capacity (e.g. platooning **and C-ITS**);

Or. cs

Amendment 50
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Paragraph 3 – point c

Draft opinion

(c) reduce transport costs, such as maintenance costs, and increase infrastructure capacity (*e.g. platooning*);

Amendment

(c) reduce transport costs, such as maintenance costs, and increase infrastructure capacity;

Or. en

Amendment 51
Lucy Anderson, Miltiadis Kyrkos

Draft opinion
Paragraph 3 – point c a (new)

Draft opinion

Amendment

(ca) provide passengers with more choices, more user-friendly and customised products, and more information (e.g. multimodal integrated ticketing);

Or. en

Amendment 52
João Pimenta Lopes

Draft opinion
Paragraph 3 – point d

Draft opinion

Amendment

(d) improve competitiveness by fostering the emergence of new players in order to challenge existing monopolies;

deleted

Or. pt

Amendment 53
Nicola Caputo, István Ujhelyi

Draft opinion
Paragraph 3 – point d

Draft opinion

(d) improve competitiveness by fostering the emergence of new players in order to challenge existing monopolies;

Amendment

(d) improve competitiveness by fostering the emergence of new players in order to challenge existing monopolies; ***encourage the development of public or open-source service platforms that could be easily integrated into local transportation frameworks;***

Or. en

Amendment 54
Andor Deli

Draft opinion
Paragraph 3 – point d

Draft opinion

(d) improve competitiveness by fostering the emergence of new players in order to challenge existing monopolies;

Amendment

(d) improve competitiveness by fostering the emergence of new players, ***especially SMEs and start-ups***, in order to challenge existing monopolies;

Or. en

Amendment 55
Gabriele Preuß

Draft opinion
Paragraph 3 – point d

Draft opinion

(d) improve competitiveness by fostering the emergence of new players ***in***

Amendment

(d) improve competitiveness by fostering the emergence of new players;

order to challenge existing monopolies;

Or. de

Amendment 56
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Paragraph 3 – point d

Draft opinion

(d) improve competitiveness by fostering the emergence of new players ***in order to challenge existing monopolies;***

Amendment

(d) improve competitiveness by fostering the emergence of new players;

Or. en

Amendment 57
Lucy Anderson

Draft opinion
Paragraph 3 – point d a (new)

Draft opinion

Amendment

(da) help coordinate national and regional efforts, while avoiding fragmentation and maximising opportunities for passengers and business operating in the transport and tourism sectors;

Or. en

Amendment 58
Maria Grapini

Draft opinion
Paragraph 3 – point d a (new)

Draft opinion

Amendment

da) involvement of SMEs and ensuring their access to the digital environment;

Or. ro

Amendment 59
João Pimenta Lopes

Draft opinion
Paragraph 3 – point e

Draft opinion

Amendment

(e) facilitate the proper and harmonised enforcement of EU legislation;

deleted

Or. pt

Amendment 60
Lucy Anderson

Draft opinion
Paragraph 3 – point e

Draft opinion

Amendment

(e) facilitate the proper and harmonised enforcement of EU legislation;

(e) facilitate the proper and harmonised enforcement of EU legislation; *in this regard, calls on the Commission to clarify as soon as possible safety and liability rules for autonomously acting systems (such as vehicles and drones) in order to harmonise the conditions for testing and to ensure fast and effective legal integration;*

Or. en

Amendment 61

Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Jozo Radoš

Draft opinion

Paragraph 3 – point e

Draft opinion

(e) facilitate the proper and harmonised enforcement of EU legislation;

Amendment

(e) facilitate the proper and harmonised enforcement of EU legislation, ***through the development of traffic management systems, intelligent transport systems, digital tachographs, electronic toll systems, etc.***;

Or. en

Amendment 62

Isabella De Monte

Draft opinion

Paragraph 3 – point e

Draft opinion

(e) facilitate the proper and harmonised enforcement of EU legislation;

Amendment

(e) facilitate the proper and harmonised enforcement of EU legislation ***and create regulatory frameworks suitable for real situations that may newly arise from the application of advanced technologies***;

Or. it

Amendment 63

Marie-Christine Arnautu

Draft opinion

Paragraph 3 – point e

Draft opinion

(e) facilitate the proper ***and harmonised*** enforcement of EU legislation;

Amendment

(e) facilitate the proper enforcement of EU legislation ***in compliance with the laws in force in the Member States***;

Amendment 64

Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Jozo Radoš

Draft opinion

Paragraph 3 – point f

Draft opinion

(f) cut administrative burdens for the smallest transport operators;

Amendment

(f) cut administrative burdens for the smallest transport operators, *for instance in the freight and logistics sector by simplifying administrative procedures, providing for cargo tracking and tracing, and optimising schedules and traffic flows*;

Or. en

Amendment 65

Rosa D'Amato, Daniela Aiuto

Draft opinion

Paragraph 3 – point f

Draft opinion

(f) cut administrative burdens for the smallest transport operators;

Amendment

(f) cut administrative burdens for the smallest transport operators *and facilitate start-ups in financial and administrative terms*;

Or. it

Amendment 66

Gabriele Preuß

Draft opinion

Paragraph 3 – point f

Draft opinion

(f) cut administrative burdens for *the smallest* transport operators;

Amendment

(f) cut administrative burdens for *small and medium-sized* transport operators;

Or. de

Amendment 67
João Pimenta Lopes

Draft opinion
Paragraph 3 – point f

Draft opinion

(f) *cut* administrative burdens for the smallest transport operators;

Amendment

(f) *reduce* administrative burden for the smallest transport operators;

Or. pt

Amendment 68
Merja Kyllönen

Draft opinion
Paragraph 3 – point f a (new)

Draft opinion

Amendment

(fa) *diminish the problems related to information asymmetry in the transport market;*

Or. en

Amendment 69
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Paragraph 3 – point g

Draft opinion

Amendment

(g) *continue safeguarding passenger rights;*

deleted

Or. en

Amendment 70

Rosa D'Amato, Daniela Aiuto

Draft opinion

Paragraph 3 – point g

Draft opinion

Amendment

(g) continue safeguarding passenger rights;

(g) continue safeguarding passenger rights, *particularly regarding the protection of personal data privacy and accident insurance;*

Or. it

Amendment 71

Dieter-Lebrecht Koch

Draft opinion

Paragraph 3 – point g

Draft opinion

Amendment

(g) continue safeguarding passenger rights;

(g) continue safeguarding passenger rights, *including for multimodal travel;*

Or. de

Amendment 72

Isabella De Monte

Draft opinion

Paragraph 3 – point g

Draft opinion

(g) continue safeguarding passenger rights;

Amendment

(g) continue safeguarding passenger rights *and social norms*;

Or. it

Amendment 73
Gabriele Preuß

Draft opinion
Paragraph 3 – point g

Draft opinion

(g) *continue safeguarding* passenger rights;

Amendment

(g) *safeguard and maximise* passenger rights;

Or. de

Amendment 74
Jill Evans

Draft opinion
Paragraph 3 – point g

Draft opinion

(g) continue safeguarding passenger rights;

Amendment

(g) continue safeguarding *staff and* passenger rights;

Or. en

Amendment 75
Olga Sehnalová

Draft opinion
Paragraph 3 – point g a (new)

Draft opinion

Amendment

(ga) *ensure the provision of real-time*

traffic information for travellers;

Or. cs

Amendment 76

Olga Sehnalová

Draft opinion

Paragraph 3 – point g b (new)

Draft opinion

Amendment

(gb) improve the accessibility of means of transport for persons with disabilities;

Or. cs

Amendment 77

Rosa D'Amato, Daniela Aiuto

Draft opinion

Paragraph 3 – point h

Draft opinion

Amendment

(h) foster the attractiveness of the tourism sector;

(h) foster the attractiveness of the tourism sector, *with due consideration for the differences between urban and rural areas;*

Or. it

Amendment 78

István Ujhelyi, José Blanco López, Isabella De Monte, Nicola Caputo, Francisco Assis, Claudia Țapardel, Maria Grapini, Miltiadis Kyrkos, Lucy Anderson

Draft opinion

Paragraph 3 – point h

Draft opinion

Amendment

(h) foster the attractiveness of the tourism sector;

(h) foster the attractiveness of the tourism sector *and creative industries;*

Amendment 79
Rosa D'Amato, Daniela Aiuto

Draft opinion
Paragraph 3 – point h a (new)

Draft opinion

Amendment

(ha) regulate digital platforms such as on-line booking and Uber in both the tourism and transport sectors, so as to ensure their effectiveness and sustainability within the market;

Or. it

Amendment 80
István Ujhelyi, José Blanco López, Isabella De Monte, Nicola Caputo, Francisco Assis, Claudia Tapardel, Maria Grapini, Lucy Anderson

Draft opinion
Paragraph 3 – point h a (new)

Draft opinion

Amendment

(ha) create room for additional job creation;

Or. en

Amendment 81
Nicola Caputo, István Ujhelyi

Draft opinion
Paragraph 3 – point h a (new)

Draft opinion

Amendment

(ha) create room for additional job creation; provide protection for the

workers who are endangered by the effects of digital technology in their field;

Or. en

Amendment 82
Cláudia Monteiro de Aguiar

Draft opinion
Paragraph 3 – point h a (new)

Draft opinion

Amendment

(ha) increase consumer choice and ensure cheap access to safe, high-quality services;

Or. pt

Amendment 83
Cláudia Monteiro de Aguiar

Draft opinion
Paragraph 3 – point h b (new)

Draft opinion

Amendment

(hb) promote the development and growth of remote areas, such as outermost and rural regions, through integrated mobility services and tourist travel to lesser-known destinations;

Or. pt

Amendment 84
Isabella De Monte

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. *Notes that growing digitalisation in the distribution of travel tickets means more information readily available to consumers over the Internet, but increasingly in a way that makes it difficult to compare offers; it is therefore necessary to reinforce transparency and neutrality safeguards in distribution, particularly for internet distribution, so that consumers can make informed choices based on reliable information, regarding not only price, but other parameters as well, including quality of service and ancillary offers; this transparency will both promote competition and support the development of multimodal transport;*

Or. en

Amendment 85

Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Jozo Radoš

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. *Regrets the great fragmentation of Internet coverage within the EU; points out that uninterrupted and high performance connectivity is a precondition for further digitalisation of the transport sector; calls on the Commission and the Member States to meet their commitment to provide such a type of connectivity for main transport paths and hubs no later than 2025 and to initiate full coverage all over the EU;*

Or. en

Amendment 86

Jill Evans

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. *Is convinced that digitalisation of the aforementioned elements offers interesting opportunities, not least for micro, small and medium-sized enterprises, in the field of the circular economy, such as for platforms to facilitate car-pooling, car-sharing, bike-sharing and cargo-pooling;*

Or. en

Amendment 87

Cláudia Monteiro de Aguiar

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. *Contribute to the development of platforms and collaborative business models*

Or. pt

Amendment 88

Lucy Anderson

Draft opinion

Paragraph 4

Draft opinion

Amendment

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of

associated infrastructure; believes that better use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature;

associated infrastructure; *calls on the Commission to ensure that co-operation and investments at European level on transport industry digitalisation lead to progressive convergence between areas, including through increased opportunities for SMEs' digitalisation through existing EU funds*; believes that better *coordination and* use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature; *is of the opinion that if no significant progress is made by 2020, legislative action may be required to introduce 'minimum rules' and enforce integration in that matter*;

Or. en

Amendment 89
Jill Evans

Draft opinion
Paragraph 4

Draft opinion

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that better use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature;

Amendment

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; *points out the need to ensure a robust, safe and reliable digital infrastructure for all transport modes, regardless of size or location*; believes that better use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature; *encourages the Commission, when assisting Member States to use cohesion and other EU funds, to focus on digitising public transport*;

Amendment 90
Henna Virkkunen

Draft opinion
Paragraph 4

Draft opinion

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that better use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature;

Amendment

4. ***Notes that the rapid development of digital processes and services require fast and reliable connections;*** underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; ***considers that investments in broadband and the fair allocation of spectrum are crucial for the digitalisation of the transport sector;*** believes that better use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature;

Or. en

Amendment 91
Rosa D'Amato, Daniela Aiuto

Draft opinion
Paragraph 4

Draft opinion

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that better use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not

Amendment

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that better use could be made of existing EU funds, ***in particular cohesion funding seeking to reduce the gap between the***

delivered sufficiently on projects of a truly innovative nature;

different regions of Europe, given that the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature;

Or. it

Amendment 92 **Merja Kyllönen**

Draft opinion **Paragraph 4**

Draft opinion

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that better use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature;

Amendment

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that better use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature; ***underlines also the need to provide adequate financial tools for small and medium-sized enterprises;***

Or. en

Amendment 93 **Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Jozo Radoš**

Draft opinion **Paragraph 4**

Draft opinion

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that better use could be made of existing EU

Amendment

4. Underlines the need to mobilise and attract ***public and private*** investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that better use could be made of

funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature;

existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature;

Or. en

Amendment 94 **Maria Grapini**

Draft opinion **Paragraph 4**

Draft opinion

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that ***better*** use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature;

Amendment

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that ***more effective*** use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on projects of a truly innovative nature; e development of associated infrastructure;

Or. ro

Amendment 95 **Tomasz Piotr Poręba, Kosma Złotowski**

Draft opinion **Paragraph 4**

Draft opinion

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that better use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on ***projects of a truly***

Amendment

4. Underlines the need to mobilise and attract investments in order to adequately finance the transition towards digital processes and support the development of associated infrastructure; believes that better use could be made of existing EU funds, in particular the European Fund for Strategic Investments, which has so far not delivered sufficiently on innovative

innovative *nature*;

transport projects;

Or. en

Amendment 96

István Ujhelyi, José Blanco López, Isabella De Monte, Nicola Caputo, Francisco Assis, Claudia Țapardel, Maria Grapini, Miltiadis Kyrkos, Lucy Anderson

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4a. Supports the idea to further develop digital innovation hubs across the EU, where new competence centres and cluster partnerships could be created, among others in the transport and tourism sectors;

Or. en

Amendment 97

Marie-Christine Arnautu

Draft opinion

Paragraph 4 a (new)

Draft opinion

Amendment

4a. Stresses the need to legislate in order to bring about a better distribution between the various actors in the transport sector of the added value obtained through digitalisation;

Or. fr

Amendment 98

István Ujhelyi, José Blanco López, Isabella De Monte, Nicola Caputo, Francisco Assis, Claudia Țapardel, Maria Grapini, Lucy Anderson

Draft opinion

Paragraph 4 b (new)

Draft opinion

Amendment

4b. Highlights the need to have a cross-sectorial vision, for instance between electronics, telecoms, transport and tourism;

Or. en

Amendment 99
István Ujhelyi

Draft opinion
Paragraph 4 c (new)

Draft opinion

Amendment

4c. Stresses the need to meet the highest requirements of newly developed technologies in terms of safety, security and sustainability but also in terms of availability and affordability as well as adaptability to the old set-up;

Or. en

Amendment 100
João Pimenta Lopes

Draft opinion
Paragraph 5

Draft opinion

Amendment

5. Strongly believes that, especially in the transport sector, open data remains an essential element in order to reap the full benefits of the Digital Single Market and regrets that initiatives to ease the flow of data remain fragmented; stresses that more legal certainty, mainly in terms of ownership and responsibility, is needed.

deleted

Or. pt

Amendment 101
Tomasz Piotr Poręba, Kosma Złotowski

Draft opinion
Paragraph 5

Draft opinion

5. Strongly believes that, especially in the transport sector, open data remains an essential element in order to reap the full benefits of the Digital Single Market and regrets that initiatives to ease the flow of data remain fragmented; stresses that more legal certainty, mainly in terms of ownership and responsibility, is needed.

Amendment

5. Strongly believes that, especially in the transport sector, open data remains an essential element in order to reap the full benefits of the Digital Single Market and regrets that initiatives to ease the flow of data remain fragmented; stresses that more legal certainty, mainly in terms of ownership and responsibility, is needed; ***underlines that emphasis should be put on the issues related to privacy and security.***

Or. en

Amendment 102
Rosa D'Amato, Daniela Aiuto

Draft opinion
Paragraph 5

Draft opinion

5. Strongly believes that, especially in the transport sector, open data remains an essential element in order to reap the full benefits of the Digital Single Market and regrets that initiatives to ease the flow of data remain fragmented; stresses that more legal certainty, mainly in terms of ownership ***and*** responsibility, is needed.

Amendment

5. Strongly believes that, especially in the transport sector, open data remains an essential element in order to reap the full benefits of the Digital Single Market ***while ensuring transparency in this respect*** and regrets that initiatives to ease the flow of data remain fragmented; stresses that more legal certainty, mainly in terms of ownership, responsibility ***and data protection*** is needed.

Or. it

Amendment 103
Henna Virkkunen

Draft opinion
Paragraph 5

Draft opinion

5. Strongly believes that, especially in the transport sector, open data **remains an essential element** in order to reap the full benefits of the Digital Single Market and regrets that initiatives to ease the flow of data remain fragmented; stresses that more legal certainty, mainly in terms of ownership and responsibility, is needed.

Amendment

5. Strongly believes that, especially in the transport sector, open data, **big data and data analytics remain essential elements** in order to reap the full benefits of the Digital Single Market and **to foster innovation**; regrets that initiatives to ease the flow of data remain fragmented; stresses that more legal certainty, mainly in terms of ownership and responsibility, is needed.

Or. en

Amendment 104
Gabriele Preuß

Draft opinion
Paragraph 5

Draft opinion

5. **Strongly believes** that, especially in the transport sector, open data **remains an essential element** in order to reap the full benefits of the Digital Single Market and regrets that initiatives to ease the flow of data remain fragmented; stresses that more legal certainty, mainly in terms of ownership and responsibility, is needed.

Amendment

5. **Believes** that, especially in the transport sector, open data **can be helpful** in order to reap the full benefits of the Digital Single Market and regrets that **appropriate** initiatives to ease the flow of data remain fragmented; stresses that more legal certainty, mainly in terms of ownership and responsibility, is needed.

Or. de

Amendment 105
Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Jozo Radoš

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. *Notes that the digital transformation in the transport and tourism sectors, in particular the development of the on-demand and the collaborative economies, contributes to considerably reshaping passengers and consumers behaviour as regards mobility and tourism as well the need for infrastructure adaptation; invites the Commission to further unleash the potential of this societal change;*

Or. en

Amendment 106

István Ujhelyi, José Blanco López, Isabella De Monte, Nicola Caputo, Francisco Assis, Claudia Țapardel, Maria Grapini, Olga Sehnalová, Miltiadis Kyrkos, Lucy Anderson

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. *Reminds that digitisation is not just a technological issue, but it has wider social, work and economic implications; highlights therefore the need for a massive up-skilling of the workforce at all levels, in the transport and tourism sectors, focusing on new multidisciplinary and digital skills;*

Or. en

Amendment 107

Lucy Anderson

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5a. *Calls on the Commission to carry out, as soon as possible, an in-depth analysis to be presented to the European Parliament, of the social effects derived from industry digitalisation, focusing on regulatory oversight and compliance, safety, working conditions and jobs impact;*

Or. en

**Amendment 108
Henna Virkkunen**

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

Draft opinion

Amendment

5a. *Notes that robotics is a rapidly increasing phenomenon that will increase productivity in the transport sector; believes that the use of autonomous vehicles will rapidly grow in the near future;*

Or. en

**Amendment 109
Henna Virkkunen**

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

Draft opinion

Amendment

5b. *Notes that, in order to get the full potential of digitalisation, people need to have sufficient ICT skills, both as employees and as users of the different services; recalls that Europe will have an enormous shortage of qualified ICT-*

*skilled employees in the upcoming years;
calls on the companies in the transport
sector to invest in the digital skills of their
employees;*

Or. en

Amendment 110

Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Dominique Riquet, Jozo Radoš

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5b. Acknowledges the contribution of start-ups and SMEs to the digitalisation process, and stresses the importance to provide them with the adequate support and to ensure the application of their innovations, and favour their integration into the market;

Or. en