



2017/0290(COD)

18.5.2018

AMENDMENTS

48 - 268

Draft report

Daniela Aiuto

(PE619.311v01-00)

Common rules for certain types of combined transport of goods between
Member States

Proposal for a directive

(COM(2017)0648 – C8-0391/2017 – 2017/0290(COD))

Amendment 48
Claudia Schmidt

Proposal for a directive
Recital 1

Text proposed by the Commission

(1) The negative impact of transport on air pollution, greenhouse gas emissions, accidents, noise and congestion ***continue to pose problems to the economy, health and well-being of European citizens. Despite the fact that road transport is the main contributor of those negative effects, road freight transport is estimated to grow by 60 per cent by 2050.***

Amendment

(1) ***The overall aim is to establish a resource-efficient multimodal transport network and to reduce*** the negative impact of transport on air pollution, greenhouse gas emissions, accidents, noise and congestion.

Or. en

Amendment 49
Marie-Christine Arnautu

Proposal for a directive
Recital 1

Text proposed by the Commission

1) The negative impact of transport on air pollution, greenhouse gas emissions, accidents, noise and congestion ***continue*** to pose problems to the economy, health and well-being of European citizens. Despite the fact that road transport is the main contributor of those negative effects, road freight transport is estimated to grow by 60 per cent by 2050.

Amendment

1) The negative impact of ***road*** transport on air pollution, greenhouse gas emissions, accidents, noise and congestion ***continues*** to pose problems to the economy, health and well-being of European citizens. Despite the fact that road transport is the main contributor of those negative effects, road freight transport is estimated to grow by 60 per cent by 2050, ***particularly because of the intensification of trade between Member States.***

Or. fr

Amendment 50
Jakop Dalunde

Proposal for a directive
Recital 1

Text proposed by the Commission

(1) The negative impact of transport on air pollution, greenhouse gas emissions, accidents, noise and congestion continue to pose problems to the economy, health and well-being of European citizens. Despite the fact that road transport is the main contributor of those negative effects, road freight transport is estimated to grow by 60 per cent by 2050.

Amendment

(1) The negative impact of transport on air pollution, greenhouse gas emissions, accidents, noise and congestion continue to pose problems to the economy ***i.e. through external costs***, health and well-being of European citizens. Despite the fact that road transport is the main contributor of those negative effects, road freight transport is estimated to grow by 60 per cent by 2050.

Or. en

Amendment 51
Claudia Schmidt

Proposal for a directive
Recital 2

Text proposed by the Commission

(2) ***Reducing the negative impact of transport activities remains one of the main goals of the Union's transport policy.*** Council Directive 92/106/EEC²¹ which establishes measures to encourage the development of combined transport, is the only legislative act of the Union to directly incentivise the shift from road freight to lower emission transport modes such as inland waterways, maritime and rail.

Amendment

(2) Council Directive 92/106/EEC²¹ which establishes measures to encourage the development of combined transport, is the only legislative act of the Union to directly incentivise the shift from road freight to lower emission transport modes such as inland waterways, maritime and rail.

²¹ Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between

²¹ Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between

Member States (OJ L 368, 17.12.1992, p.38).

Member States (OJ L 368, 17.12.1992, p.38).

Or. en

Amendment 52
Marie-Christine Arnautu

Proposal for a directive
Recital 2

Text proposed by the Commission

2) Reducing the negative impact of transport activities remains one of the main goals of the Union's transport policy. Council Directive 92/106/EEC²¹ which establishes measures to encourage the development of combined transport, is the only legislative act of the Union to directly incentivise the shift from road freight to lower emission transport modes such as inland waterways, maritime and rail.

²¹ Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (OJ L 368, 17.12.1992, p.38).

Amendment

2) Reducing the negative impact of transport activities remains one of the main goals of the Union's transport policy. Council Directive 92/106/EEC²¹ which establishes measures to encourage the development of combined transport, is the only legislative act of the Union to directly incentivise the shift from road freight to lower emission transport modes such as inland waterways, maritime and rail. ***That Directive has not had the desired effect, because of social dumping in the road transport sector, which has given it a considerable competitive advantage.***

²¹ Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (OJ L 368, 17.12.1992, p.38).

Or. fr

Amendment 53
Jakop Dalunde

Proposal for a directive
Recital 2

Text proposed by the Commission

(2) Reducing the negative impact of transport activities remains one of the main goals of the Union's transport policy. Council Directive 92/106/EEC²¹ which establishes measures to encourage the development of combined transport, is the only legislative act of the Union to directly incentivise the shift from road freight to lower emission transport modes such as inland waterways, maritime and rail.

²¹ Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (OJ L 368, 17.12.1992, p.38).

Amendment

(2) Reducing the negative impact of transport activities ***and improving the efficiency of the transport system*** remains one of the main goals of the Union's transport policy. Council Directive 92/106/EEC²¹ which establishes measures to encourage the development of combined transport, is the only legislative act of the Union to directly incentivise the shift from road freight to lower emission transport modes such as inland waterways, maritime and rail.

²¹ Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (OJ L 368, 17.12.1992, p.38).

Or. en

Amendment 54
Claudia Schmidt

Proposal for a directive
Recital 3

Text proposed by the Commission

(3) The goal of reaching 30% of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50% by 2050, ***in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, has been slower than expected and according to the current projections, will not be reached.***

Amendment

(3) The goal of reaching 30% of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50% by 2050, ***has to be achieved via efficiency gains and infrastructure improvements within the rail and waterborne sector.***

Or. en

Amendment 55
Marie-Christine Arnautu

Proposal for a directive
Recital 3

Text proposed by the Commission

3) The goal of reaching 30 % of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50 % by 2050, in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, has been slower than expected and ***according to the current projections***, will not be reached.

Amendment

3) The goal of reaching 30 % of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50 % by 2050, in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, has been slower than expected and will not be reached ***until the material conditions in which drivers in road haulage operate are significantly improved***.

Or. fr

Amendment 56
Nicola Caputo

Proposal for a directive
Recital 3

Text proposed by the Commission

(3) The goal of reaching 30% of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50% by 2050, in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, has been slower than expected and according to the current projections, will not be reached.

Amendment

(3) The goal of reaching 30% of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50% by 2050, in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, has been slower than expected and according to the current projections, will not be reached. ***Given the still untapped potential of combined transport, the implications of improving this Directive are significant in terms of***

the contribution the sector makes to realising the targets set in the Paris Climate Agreement.

Or. en

Amendment 57
Jakop Dalunde

Proposal for a directive
Recital 3

Text proposed by the Commission

(3) The goal of reaching 30% of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50% by 2050, in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, has been slower than expected and according to the current projections, will not be reached.

Amendment

(3) The goal of reaching 30% of road freight over 300 km shifted to other modes of transport such as rail or waterborne transport by 2030, and more than 50% by 2050, in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, has been slower than expected and according to the current projections, will not be reached. ***In order to reach the Paris Agreement goals, the development of combined transport bears considerable potential.***

Or. en

Amendment 58
Claudia Schmidt

Proposal for a directive
Recital 4

Text proposed by the Commission

(4) Directive 92/106/EEC has contributed to the development of the Union's policy on combined transport and has helped shift a considerable amount of freight away from road. Shortcomings in the implementation of that Directive,

Amendment

(4) Directive 92/106/EEC has contributed to the development of the Union's policy on combined transport and has helped shift a considerable amount of freight away from road. Shortcomings in the implementation of that Directive,

notably ambiguous language and outdated provisions, **and** the limited scope of its support measures, have significantly reduced its impact.

notably ambiguous language and outdated provisions, the limited scope of its support measures, **as well as the bureaucratic and protectionist obstacles within the rail sector**, have significantly reduced its impact.

Or. en

Amendment 59
Marie-Christine Arnautu

Proposal for a directive
Recital 4

Text proposed by the Commission

4) Directive 92/106/EEC has contributed to the development of the Union's policy on combined transport **and has helped shift a considerable amount of** freight away from road. Shortcomings in the implementation of that Directive, notably ambiguous language and outdated provisions, and the limited scope of its support measures, have significantly reduced its impact.

Amendment

4) Directive 92/106/EEC has contributed to the development of the Union's policy on combined transport, **but has not made it possible to shift enough international** freight away from road. Shortcomings in the implementation of that Directive, notably ambiguous language and outdated provisions, and the limited scope of its support measures, have significantly reduced its impact.

Or. fr

Amendment 60
Izaskun Bilbao Barandica, Pavel Telička

Proposal for a directive
Recital 4

Text proposed by the Commission

(4) Directive 92/106/EEC has contributed to the development of the Union's policy on combined transport and has helped shift a considerable amount of freight away from road. Shortcomings in the implementation of that Directive,

Amendment

(4) Directive 92/106/EEC has contributed to the development of the Union's policy on combined transport and has helped shift a considerable amount of freight away from road. Shortcomings in the implementation of that Directive,

notably ambiguous language and outdated provisions, and the limited scope of its support measures, have significantly reduced its impact.

notably ambiguous language and outdated provisions, and the limited scope of its support measures, have significantly reduced its impact. ***There has also been a failure to implement TEN-T priority projects within schedule.***

Or. es

Amendment 61
Claudia Schmidt

Proposal for a directive
Recital 5

Text proposed by the Commission

(5) Directive 92/106/EEC should be simplified and its implementation improved by reviewing the economic incentives to combined transport, with the aim of ***encouraging the shift of goods from road transport to modes which are more environmentally friendly, safer, more energy efficient and cause less congestion.***

Amendment

(5) Directive 92/106/EEC should be simplified and its implementation improved by reviewing the economic incentives to combined transport, with the aim of ***improving the competitiveness of rail and waterborne transport in comparison to*** road transport.

Or. en

Amendment 62
Marie-Christine Arnautu

Proposal for a directive
Recital 5

Text proposed by the Commission

5) Directive 92/106/EEC should be simplified and its implementation improved by reviewing the economic incentives to combined transport, with the aim of encouraging the shift of goods from road transport to modes which are more environmentally friendly, safer, more

Amendment

5) Directive 92/106/EEC should be simplified and its implementation improved by reviewing the economic incentives to combined transport ***and ways of improving wages and social conditions for road haulage employees,*** with the aim of encouraging the shift of goods from road

energy efficient and cause less congestion.

transport to modes which are more environmentally friendly, safer, more energy efficient and cause less congestion.

Or. fr

Amendment 63

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a directive

Recital 5

Text proposed by the Commission

(5) Directive 92/106/EEC should be simplified and its implementation improved by reviewing the economic incentives to combined transport, with the aim of encouraging the shift of goods from road transport to modes which are more environmentally friendly, safer, more energy efficient and cause less congestion.

Amendment

(5) Directive 92/106/EEC should be simplified and its implementation improved by reviewing the economic incentives to combined transport, with the aim of encouraging the shift of goods from road transport to modes which are more environmentally friendly, safer, more energy efficient and cause less congestion *while simplifying the administrative burden.*

Or. en

Amendment 64

Lucy Anderson, Karoline Graswander-Hainz, Michael Detjen, Theresa Griffin, Miltiadis Kyrkos, Nicola Caputo, Marita Ulvskog, Ismail Ertug

Proposal for a directive

Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) Additionally, in order to guarantee the social protection of drivers and to ensure the well-functioning of the internal market, with fair and equal competition between Member States and operators, the provisions concerning the road leg of combined transport should be coordinated with the provisions

concerning cabotage under Regulation (EC) No 1071/2009 ^{1a} and Regulation (EC) 1072/2009 ^{1b}, as well as with those under Directive 96/71/EC ^{1c} on posting of drivers.

^{1a} Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC, (OJ L300, 14.11.2009, p. 51).

^{1b} Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market, (OJ L300, 14.11.2009, p. 72).

^{1c} Directive 96/71/EC of the European Parliament and of the Council of 16 December 1996 concerning the posting of workers in the framework of the provision of services, (OJ L 18, 21.1.1997, p. 1).

Or. en

Amendment 65
Marie-Christine Arnautu

Proposal for a directive
Recital 6

Text proposed by the Commission

Amendment

6) The volume of national intermodal operations constitutes 19,3 % of the total intermodal transport in the Union. Such operations currently do not benefit from the support measures provided by Directive 92/106/EEC because of the limited scope of the definition of combined transport. However, the negative effect of national road transport

deleted

operations, and notably greenhouse gas emissions and congestion, have an impact beyond the national borders. Therefore it is necessary to broaden the scope of Directive 92/106/EEC to national (intra-Member State) combined transport operations in order to support the further development of combined transport in the Union, hence an increase in the modal shift from road to rail, inland waterways and short sea shipping.

Or. fr

Amendment 66
Mark Demesmaeker

Proposal for a directive
Recital 6

Text proposed by the Commission

Amendment

6) *The volume of national intermodal operations constitutes 19,3% of the total intermodal transport in the Union. Such operations currently do not benefit from the support measures provided by Directive 92/106/EEC because of the limited scope of the definition of combined transport. However, the negative effect of national road transport operations, and notably greenhouse gas emissions and congestion, have an impact beyond the national borders. Therefore it is necessary to broaden the scope of Directive 92/106/EEC to national (intra-Member State) combined transport operations in order to support the further development of combined transport in the Union, hence an increase in the modal shift from road to rail, inland waterways and short sea shipping.* *deleted*

Or. nl

Amendment 67
Mark Demesmaecker

Proposal for a directive
Recital 7

Text proposed by the Commission

Amendment

7) *A combined transport operation is to be seen as one single transport operation that directly competes with a unimodal transport operation from the point of departure to the final destination. Regulatory conditions should ensure equivalence between international combined transport and international unimodal transport, and national combined transport and national unimodal transport respectively.* *deleted*

Or. nl

Amendment 68
Marie-Christine Arnautu

Proposal for a directive
Recital 7

Text proposed by the Commission

Amendment

7) A combined transport operation is to be seen as one single transport operation that directly competes with a unimodal transport operation from the point of departure to the final destination. Regulatory conditions should ensure equivalence between international combined transport and international unimodal transport, *and national combined transport and national unimodal transport respectively.*

7) A combined transport operation is to be seen as one single transport operation that directly competes with a unimodal transport operation from the point of departure to the final destination. Regulatory conditions should ensure equivalence between international combined transport and international unimodal transport.

Or. fr

Amendment 69
Kosma Złotowski

Proposal for a directive
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Applying the provisions of Directive 96/71/EC^{1a} to the road sections of combined transport could constitute an unnecessary and costly administrative barrier for undertakings in the road haulage market operating combined transport in other Member States. It could lead to restrictions on goods trade between Member States and an increase in the prices of goods and transport services, and significantly disrupt the process of building a Single European Transport Area in line with the 2011 Transport White Paper.

^{1a} **Directive 96/71/EC of the European Parliament and of the Council of 16 December 1996 concerning the posting of workers in the framework of the provision of services (OJ L 18, 21.1.1997, p. 1).**

Or. xm

Amendment 70
Elżbieta Katarzyna Łukacijewska, Andor Deli

Proposal for a directive
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) The shift from long distance road transport to multimodal transport is priority. Therefore, in order to create incentives, all road legs operations being part of the combined transport operations should be exempted from the

scope of the Regulations No 1071/2009 ^{1a} of the European Parliament and of the Council, and No 1072/2009 ^{1b} of the European Parliament and of the Council.

^{1a} Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC, (OJ L300, 14.11.2009, p. 51).

^{1b} Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market, (OJ L300, 14.11.2009, p. 72).

Or. en

Justification

Article 4 of the existing Directive provides for an exemption from cabotage rules for the road legs of international combined transport. Same rules should apply to road legs, which are part of domestic operations in order to secure the competitive advantage of combined transport over the road transport.

Amendment 71

Christine Revault d'Allonnes Bonnefoy

Proposal for a directive

Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) The road legs of a combined transport operation should be covered by the provisions of Regulation (EC) No 1071/2009^{1a} of the European Parliament and of the Council and Regulation (EC) No 1072/2009 ^{1b} of the European Parliament and of the Council.

^{1a} Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC (OJ L300, 14.11.2009, p. 51).

^{1b} Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market (OJ L300, 14.11.2009, p. 72).

Or. xm

Justification

This new recital is intended to make it clear that Regulations 1071/2009 and 1072/2009 apply to road hauliers operating on road legs of a combined transport operation.

Amendment 72

Elżbieta Katarzyna Łukacijewska, Andor Deli

Proposal for a directive

Recital 7 b (new)

Text proposed by the Commission

Amendment

(7b) In order to secure the competitive advantage of combined transport over road transport, all road legs, which are part of combined transport operations, should be exempted from the scope of Directive 96/71/EC ^{1a}, and from the enforcement of those provisions under Directive 2014/67/EU ^{1b}.

^{1a} Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC, (OJ L300, 14.11.2009, p. 51).

^{1b} Directive 2014/67/EU of the European Parliament and of the Council of 15 May 2014 on the enforcement of Directive 96/71/EC concerning the posting of workers in the framework of the provision of services and amending Regulation (EU) No 1024/2012 on administrative cooperation through the Internal Market Information System (‘the IMI Regulation’) Text with EEA relevance, (OJ L 159, 28.5.2014, p. 11).

Or. en

Justification

Combined transport operations should not be subject to posting of workers directive due to the highly mobile character of the drivers’ work. It would also facilitate the shift from long distance road transport to more sustainable intermodal transport.

Amendment 73

Christine Revault d'Allonnes Bonnefoy

Proposal for a directive

Recital 7 b (new)

Text proposed by the Commission

Amendment

(7b) The provisions on posting of workers contained in Directive 96/71/EC^{1a}, and those on the enforcement of those provisions contained in Directive 2014/67/EU^{1b}, should apply to hauliers operating on the road legs of combined transport operations.

^{1a} Directive 96/71/EC of the European Parliament and of the Council of 16 December 1996 concerning the posting of workers in the framework of the provision of services (OJ L 18, 21.1.1997, p. 1).

^{1b} Directive 2014/67/EU of the European Parliament and of the Council of 15 May 2014 on the enforcement of Directive 96/71/EC concerning the posting of

workers in the framework of the provision of services and amending Regulation (EU) No 1024/2012 on administrative cooperation through the Internal Market Information System ('the IMI Regulation') (OJ L 159, 28.5.2014, p. 11).

Or. fr

Justification

This amendment is intended to ensure that the rules on posting of workers apply to drivers operating on a road leg of a combined transport operation. It seeks to ensure equal treatment of all drivers in the application of the principle of 'equal pay for equal work in the same place'.

Amendment 74 **Karoline Graswander-Hainz**

Proposal for a directive **Recital 9**

Text proposed by the Commission

(9) In the current definition of combined transport, the minimum distance of 100 km for the non-road leg of a combined transport operation ensures that most combined transport operations are covered. Rail and short sea shipping legs run over large distances to be competitive with road-only transport. That minimum distance also ensures exclusion from the scope of specific operations such as short ferry crossings or deep sea transport which would occur anyway. However, ***with such limitations, a number of inland waterways operations around ports and in and around agglomerations, which contribute greatly to decongesting the road networks in sea ports and in the immediate hinterland and to reducing environmental burdens in agglomerations, are not considered for the purposes of combined transport operations. It would therefore be useful to remove that minimum distance***

Amendment

(9) In the current definition of combined transport, the minimum distance of 100 km for the non-road leg of a combined transport operation ensures that most combined transport operations are covered. Rail and short sea shipping legs run over large distances to be competitive with road-only transport. That minimum distance also ensures exclusion from the scope of specific operations such as short ferry crossings or deep sea transport which would occur anyway. However, ***the liberalisation of the initial and final sections of a combined transport operation should be extended to combined transport operations using more energy-efficient and lower emission transport modes such as inland waterways, maritime and rail provided that these environmentally friendly journeys represents an important part of the combined transport operation.***

while maintaining the exclusion of certain operations such as those including deep sea shipments or short-distance ferry crossings.

Or. en

Justification

Combined transport should be the preferred alternative to road freight transport alone, because the objectives mentioned above and/or in the recitals would be more likely to be achieved. Therefore the environmentally friendlier modes of transport – rail and ship – should have to be used for most of the route in combined transport. There is no reason to promote road transport in the context of combined transport and this Directive, unless the vast majority of the route is carried out on environmentally friendly modes of transport.

Amendment 75

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a directive

Recital 11

Text proposed by the Commission

(11) The outdated usage of stamps in proving that a combined transport operation has occurred prevent the effective enforcement or the verification of eligibility for the measures provided for in Directive 92/106/EEC. The evidence necessary to prove that a combined transport operation is taking place should be *clarified as well as* the means by which such evidence is provided. The use and transmission of electronic transport information, which should simplify the provision of relevant evidence and its treatment by the relevant authorities, should be encouraged. *The* format used *should be reliable and authentic*. The regulatory framework and initiatives simplifying administrative procedures and the digitalisation of transport aspects, should take into consideration developments at Union level.

Amendment

(11) The outdated usage of stamps in proving that a combined transport operation has occurred prevent the effective enforcement or the verification of eligibility for the measures provided for in Directive 92/106/EEC. The evidence necessary to prove that a combined transport operation is taking place should be *simplified and* the means by which such evidence is provided *clarified*. The use and transmission of electronic transport information, which should simplify the provision of relevant evidence and its treatment by the relevant authorities, should be encouraged *by providing access to electronic documents in order to phase out the use of paper in the future, while reducing the administrative burden. This would give more reliability and authentication to the used* format used. The regulatory framework and initiatives simplifying administrative procedures and

the digitalisation of transport aspects,
should take into consideration
developments at Union level.

Or. en

Amendment 76
Maria Grapini

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) The outdated usage of stamps in proving that a combined transport operation has occurred prevent the effective enforcement or the verification of eligibility for the measures provided for in Directive 92/106/EEC. The evidence necessary to prove that a combined transport operation is taking place should be clarified as well as the means by which such evidence is provided. The use and transmission of electronic transport information, which should simplify the provision of relevant evidence and its treatment by the relevant authorities, should be encouraged. The format used should be reliable and authentic. The regulatory framework and initiatives simplifying administrative procedures and the digitalisation of transport aspects, should take into consideration developments at Union level.

Amendment

(11) The outdated usage of stamps in proving that a combined transport operation has occurred prevent the effective enforcement or the verification of eligibility for the measures provided for in Directive 92/106/EEC. The evidence necessary to prove that a combined transport operation is taking place should be clarified as well as the means by which such evidence is provided. The use and transmission of electronic transport information, which should simplify the provision of relevant evidence and its treatment by the relevant authorities, should be encouraged ***in order to ensure a faster shift to digitalisation***. The format used should be reliable and authentic. The regulatory framework and initiatives simplifying administrative procedures and the digitalisation of transport aspects, should take into consideration developments at Union level.

Or. ro

Amendment 77
Lucy Anderson, Karoline Graswander-Hainz, Miltiadis Kyrkos, Marita Ulvskog

Proposal for a directive
Recital 11

Text proposed by the Commission

(11) The outdated usage of stamps in proving that a combined transport operation has occurred prevent the effective enforcement or the verification of eligibility for the measures provided for in Directive 92/106/EEC. The evidence necessary to prove that a combined transport operation is taking place should be clarified as well as the means by which such evidence is provided. The use and transmission of electronic transport information, which should simplify the provision of relevant evidence and its treatment by the relevant authorities, should be encouraged. The format used should be reliable and authentic. The regulatory framework and initiatives simplifying administrative procedures and the digitalisation of transport aspects, should take into consideration developments at Union level.

Amendment

(11) The outdated usage of stamps in proving that a combined transport operation has occurred prevent the effective enforcement or the verification of eligibility for the measures provided for in Directive 92/106/EEC. The evidence necessary to prove that a combined transport operation is taking place should be clarified as well as the means by which such evidence is provided. ***With a view to encourage digitalisation,*** the use and transmission of electronic transport information, which should simplify the provision of relevant evidence and its treatment by the relevant authorities, should be encouraged. The format used should be reliable and authentic. The regulatory framework and initiatives simplifying administrative procedures and the digitalisation of transport aspects, should take into consideration developments at Union level.

Or. en

Amendment 78

Nicola Caputo

Proposal for a directive

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) With a view to making combined transport competitive and attractive to operators, in particular for very small enterprises (VSEs) and small and medium-sized enterprises (SMEs), the potential administrative burden entailed in carrying out a combined transport operation as opposed to a unimodal operation should be minimised.

Amendment 79

Lucy Anderson, Theresa Griffin, Nicola Caputo, Michael Detjen, Ismail Ertug, Maria Grapini

Proposal for a directive

Recital 12

Text proposed by the Commission

(12) The scope of the current economic support measures defined in Directive 92/106/EEC is very limited, consisting of fiscal measures (namely the reimbursement or reduction of taxes) which concern only combined rail/road transport operations. Such measures should be extended to combined transport operations covering inland waterways and maritime transport. ***Other relevant types of measures, such as infrastructure investment support measures or different economic support measures, should also be supported.***

Amendment

(12) The scope of the current economic support measures defined in Directive 92/106/EEC is very limited, consisting of fiscal measures (namely the reimbursement or reduction of taxes) which concern only combined rail/road transport operations. Such measures should be extended to combined transport operations covering inland waterways and maritime transport, ***focusing on infrastructure investments and other economic support measures. In the case of inland navigation, measures ensuring water maintenance and navigability should also be mandatory for Member States, with the support of the European Commission.***

Or. en

Amendment 80

Isabella De Monte

Proposal for a directive

Recital 12

Text proposed by the Commission

(12) The scope of the current economic support measures defined in Directive 92/106/EEC is very limited, consisting of fiscal measures (namely the reimbursement or reduction of taxes) which concern only combined rail/road transport operations. Such measures should be extended to

Amendment

(12) The scope of the current economic support measures defined in Directive 92/106/EEC is very limited, consisting of fiscal measures (namely the reimbursement or reduction of taxes) which concern only combined rail/road transport operations. Such measures should be extended to

combined transport operations covering inland waterways and maritime transport. Other relevant types of measures, such as infrastructure investment support measures or different economic support measures, should also be supported.

combined transport operations covering inland waterways and maritime transport. Other relevant types of measures, such as infrastructure **and digital-technology** investment support measures or different economic support measures, should also be supported. ***With regard to digital technologies, a transitional period should be provided for the dematerialisation of documents that must certify that combined transport has occurred, including through the technological upgrading of inspecting authorities' instruments. Member States should prioritise investment in transshipment terminals to reduce congestion on the roads, to alleviate the isolation of industrial areas which lack such infrastructure and to improve the accessibility and physical and digital connectivity of freight handling facilities.***

Or. it

Amendment 81

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a directive

Recital 12

Text proposed by the Commission

(12) The scope of the current economic support measures defined in Directive 92/106/EEC is very limited, consisting of fiscal measures (namely the reimbursement or reduction of taxes) which concern only combined rail/road transport operations. Such measures should be extended to combined transport operations covering inland waterways and maritime transport. Other relevant types of measures, such as infrastructure investment support measures or different economic support measures, should also be supported.

Amendment

(12) The scope of the current economic support measures defined in Directive 92/106/EEC is very limited, consisting of fiscal measures (namely the reimbursement or reduction of taxes) which concern only combined rail/road transport operations. Such measures should be extended to combined transport operations covering inland waterways and maritime transport. Other relevant types of measures, such as infrastructure investment support measures ***that maintain coherence with the TEN-Ts*** or different economic support measures, should also be supported. ***An analysis***

should first be made to establish whether existing capacity is being used before creating new infrastructure that could distort the market.

Or. es

Amendment 82

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a directive

Recital 13

Text proposed by the Commission

(13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is **at** the transshipment **terminal level**. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit and will need to develop in order to cope with overall freight traffic growth. Investing in transshipment **terminal capacity may reduce** overall **transshipment** costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States should therefore ensure, in coordination with the neighbouring Member States and with the Commission, that more combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than road transport alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. There should be on average at

Amendment

(13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is the **lack of coherent implementation of the TEN-Ts and consequently** transshipment **terminals**. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit and will need to develop in order to cope with overall freight traffic growth. Investing in **the implementation of the projects approved at European level will make it possible to invest effectively in** transshipment **terminals with the aim of bringing about a modal shift and reducing** overall **transport** costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States should therefore ensure, in coordination with the neighbouring Member States and with the Commission, that more combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than road transport

least one suitable transshipment terminal for combined transport located no further than 150 km from any shipment location in the Union.

alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. There should be on average at least one suitable transshipment terminal for combined transport located no further than 150 km *as the crow flies* from any shipment location in the Union *except in peripheral and outermost regions, where geographical constraints mean that this would be impossible or that investment in infrastructure would be excessive in relation to the Directive's objective of promoting a shift in goods transport from road to more environmentally friendly modes of transport.*

Or. es

Amendment 83
Marie-Christine Arnautu

Proposal for a directive
Recital 13

Text proposed by the Commission

13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is at the transshipment terminal level. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit and will need to develop in order to cope with overall freight traffic growth. Investing in transshipment terminal capacity may reduce overall transshipment costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States should therefore ensure, in coordination with the neighbouring Member States and with the Commission,

Amendment

13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is at the transshipment terminal level. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit and will need to develop in order to cope with overall freight traffic growth. Investing in transshipment terminal capacity may reduce overall transshipment costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States should therefore ensure, in coordination with the neighbouring Member States and with the Commission,

that more combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than road transport alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. ***There should be on average at least one*** suitable transshipment ***terminal*** for combined transport ***located no further than 150 km from any*** shipment location in the Union.

that more combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than road transport alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. Suitable transshipment ***terminals*** for combined transport ***should be located at an optimal distance from every*** shipment location in the Union, ***a distance which will vary according to the geographical and economic realities of each region in the Member States.***

Or. fr

Amendment 84

Lucy Anderson, Theresa Griffin, Miltiadis Kyrkos

Proposal for a directive

Recital 13

Text proposed by the Commission

(13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is at the transshipment terminal level. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit and will need to develop in order to cope with overall freight traffic growth. Investing in transshipment terminal capacity may reduce overall transshipment costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States should therefore ensure, in

Amendment

(13) The main infrastructure bottleneck hampering the shift from road freight to other modes of transport is at the transshipment terminal level. The current distribution and coverage of transshipment terminals in the Union, at least along the existing TEN-T Core and Comprehensive network, is insufficient yet the capacity of existing transshipment terminals is reaching its limit and will need to develop in order to cope with overall freight traffic growth. Investing in transshipment terminal capacity may reduce overall transshipment costs, and hence produce a derived modal shift, as demonstrated in some Member States. Member States should therefore ensure, in

coordination with the neighbouring Member States and with the Commission, that more combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than road transport alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks. *There should be on average at least one suitable transshipment terminal for combined transport located no further than 150 km from any shipment location in the Union.*

coordination with the neighbouring Member States and with the Commission, that more combined transport transshipment terminals and transshipment capacity are constructed or made available to transport operators. This would incentivise the use of freight transport alternatives and increase modal shift, thus making combined transport operations more competitive than road transport alone. The increased coverage and capacity of transshipment terminals should, at the very minimum, be established along the existing TEN-T Core and Comprehensive networks, *taking into account the various geographical and economic conditions of Member States and their regions.*

Or. en

Amendment 85
Nicola Caputo

Proposal for a directive
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Member States should prioritise investment in transshipment terminals to reduce bottlenecks and congestion areas, in particular near urban and sub-urban areas, to make it easier to cross natural barriers such as mountain areas, to improve cross-border connections, to reduce harmful airborne emissions and to improve access to and from industrial areas which lack such infrastructure.

Or. en

Amendment 86
Claudia Schmidt

Proposal for a directive

Recital 14

Text proposed by the Commission

(14) Member States should **implement additional economic support** measures **in addition to the existing ones, targeting the various legs of a combined transport operation**, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. **Such** measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations, **or the partial reimbursement of transhipments cost**.

Amendment

(14) Member States should **stimulate competition and reduce protectionist** measures **within the rail sector**, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. **Additional** measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations.

Or. en

Amendment 87

Marie-Christine Arnautu

Proposal for a directive

Recital 14

Text proposed by the Commission

14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively

Amendment

14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively

transport in combined transport operations, or the partial reimbursement of transhipments cost.

transport in combined transport operations, or the partial reimbursement of transhipments cost. ***On the other hand, efforts to combat social dumping in the road transport sector would counteract the relative loss of attractiveness of rail transport and inland waterway and maritime transport.***

Or. fr

Amendment 88

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a directive

Recital 14

Text proposed by the Commission

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transport in combined transport operations, or the partial reimbursement of transhipments cost.

Amendment

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion, ***as well as encouraging action to boost and implement the digitalisation of the sector and the European internal market.*** Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transport in combined transport operations, or the partial reimbursement of transhipments cost, ***among other measures.***

Or. es

Amendment 89

Lucy Anderson, Theresa Griffin, Miltiadis Kyrkos, Nicola Caputo

Proposal for a directive

Recital 14

Text proposed by the Commission

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, grants for intermodal load units effectively transported in combined transport operations, or the partial reimbursement of transshipments cost.

Amendment

(14) Member States should implement additional economic support measures in addition to the existing ones, targeting the various legs of a combined transport operation, in order to reduce the road freight and to encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion. Such measures may include the reduction of certain taxes or transport fees, ***investments in digitalisation***, grants for intermodal load units effectively transported in combined transport operations, or the partial reimbursement of transshipments cost.

Or. en

Amendment 90

Nicola Caputo

Proposal for a directive

Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) Member States should implement additional measures to boost the environmental performance, efficiency and sustainability of combined transport by encouraging the use of clean or low-emission vehicles and alternative fuels, supporting energy efficiency efforts and the use of renewables throughout the combined transport chain and reducing the various types of nuisance associated with transport, including noise.

Amendment 91
Izaskun Bilbao Barandica

Proposal for a directive
Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) In keeping with the reports on the first mobility package, a European road agency will be created by 2025 at the latest that will manage and harmonise all combined transport in cooperation with the other European transport agencies.

Or. es

Amendment 92
Nicola Caputo

Proposal for a directive
Recital 14 b (new)

Text proposed by the Commission

Amendment

(14b) Investment in logistics is another important lever for making combined transport more competitive. More systematic recourse to digital solutions, including information and communication technologies and smart connected systems, would facilitate data exchange, help to make transshipment operations more efficient and less costly and reduce the time they take.

Or. en

Amendment 93
Isabella De Monte

Proposal for a directive
Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) When a project of common European Interest in combined transport does not affect trading conditions and distort competition within the meaning of Article 107(3)(c) TFEU, and requires support measures below 35% of the total project value, the Commission should consider exempting Member States from the requirement to notify the Commission provided for in Article 108(3) TFEU.

Or. en

Justification

Member States should benefit of a simplified system of State aid Rules, in order to favour investments in combined infrastructures and operations. In order to be able to attract investments from companies and infrastructure operators, infrastructure projects in combined transport should be finalised in a predictable future, avoiding lengthy procedures. The threshold of 35% of the project permits to avoid any distortion of competition.

Amendment 94
Daniela Aiuto

Proposal for a directive
Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) Exemptions from state aids rules should be deemed appropriate when support measures do not represent more than 35% of the cost of the operation.

Or. en

Amendment 95
Inés Ayala Sender

Proposal for a directive

Recital 16

Text proposed by the Commission

(16) Support measures should be coordinated, as needed, between Member States and the Commission.

Amendment

(16) Support measures should be coordinated, as needed, between Member States and the Commission ***to ensure harmonisation in relation to implementation and interpretation measures.***

Or. es

Amendment 96

Lucy Anderson, Miltiadis Kyrkos, Theresa Griffin, Nicola Caputo

Proposal for a directive

Recital 16

Text proposed by the Commission

(16) Support measures should be coordinated, as needed, between Member States and the Commission.

Amendment

(16) Support measures should be coordinated, as needed, between Member States and the Commission, ***with a view to ensure a harmonised application of infrastructure planning and implementation.***

Or. en

Amendment 97

Lucy Anderson, Michael Detjen, Karoline Graswander-Hainz, Theresa Griffin, Miltiadis Kyrkos, Nicola Caputo, Ismail Ertug

Proposal for a directive

Recital 17

Text proposed by the Commission

(17) Support measures should also be reviewed on a regular basis by the Member States to ensure their effectiveness and efficiency.

Amendment

(17) Support measures should also be reviewed on a regular basis by the Member States to ensure their effectiveness and efficiency, ***and the overall impact on the European transport sector, as reflected in the European***

Amendment 98

Nicola Caputo

Proposal for a directive

Recital 19 a (new)

Text proposed by the Commission

Amendment

(19a) The Commission should be responsible for the proper implementation of this Directive and for achieving the objective of developing combined transport EU-wide by 2030 and 2050. To that end, it should regularly assess progress in increasing the share of combined transport in each Member State, on the basis of the information provided by Member States.

Amendment 99

Claudia Schmidt

Proposal for a directive

Recital 22

Text proposed by the Commission

Amendment

(22) Since the objectives of this Directive ***to further promote the shift from*** road transport ***to more environmentally friendly modes of transport, and hence reduce the negative externalities of the Union transport system,*** cannot be sufficiently achieved by the Member States but can rather, by reason of the primarily cross-border nature of freight combined transport and interlinked infrastructure, and of the problems this Directive is intended

(22) Since the objectives of this Directive ***is to make combined transport competitive towards*** road transport ***while reaching this objective*** cannot be sufficiently achieved by the Member States but can rather, by reason of the primarily cross-border nature of freight combined transport and interlinked infrastructure, and of the problems this Directive is intended to address, be better achieved at Union level, the Union may adopt measures, in

to address, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives

accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives

Or. en

Amendment 100
Marie-Christine Arnautu

Proposal for a directive
Recital 22

Text proposed by the Commission

22) Since the objectives of this Directive to further promote the shift from road transport to more environmentally friendly modes of transport, and hence reduce the negative externalities of the Union transport system, cannot be sufficiently achieved by the Member States but can rather, by reason of the primarily cross-border nature of freight combined transport and interlinked infrastructure, and of the problems this Directive is intended to address, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives

Amendment

22) Since the objectives of this Directive to further promote the shift from road transport to more environmentally friendly modes of transport, and hence reduce the negative externalities of the Union transport system, cannot be sufficiently achieved by the Member States ***where international transport is concerned*** but can rather, by reason of the primarily cross-border nature of freight combined transport and interlinked infrastructure, and of the problems this Directive is intended to address, be better achieved at Union level, the Union may adopt measures, ***in agreement with the Member States and*** in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives

Or. fr

Amendment 101

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a directive

Recital 22

Text proposed by the Commission

(22) Since the objectives of this Directive to further promote the shift from road transport to more environmentally friendly modes of transport, and hence reduce the negative externalities of the Union transport system, cannot be sufficiently achieved by the Member States but can rather, by reason of the primarily cross-border nature of freight combined transport and interlinked infrastructure, and of the problems this Directive is intended to address, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives

Amendment

(22) Since the objectives of this Directive to further promote the shift from road transport to more environmentally friendly modes of transport **by developing multimodality**, and hence reduce the negative externalities of the Union transport system, cannot be sufficiently achieved by the Member States but can rather, by reason of the primarily cross-border nature of freight combined transport and interlinked infrastructure, and of the problems this Directive is intended to address, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives

Or. es

Amendment 102

Marie-Christine Arnautu

Proposal for a directive

Article premier – paragraph 1 – point 1

Directive 92/106/EEC

Title

Text proposed by the Commission

Council Directive 92/106/EEC of 7 December 1992 on the establishment of

Amendment

Council Directive 92/106/EEC of 7 December 1992 on the establishment of

common rules for certain types of
combined transport of goods;

common rules for certain types of
international combined transport of goods;

Or. fr

Justification

The subsidiarity principle requires national transport to be regulated by the Member States within their own territory and international transport between Member States to be regulated by an agreement between them or at European Union level.

Amendment 103
Isabella De Monte

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 1

Text proposed by the Commission

1. This Directive applies to combined
transport operations.

Amendment

1. This Directive applies to combined
transport operations ***in the territory of the
EU.***

Or. en

Amendment 104
Marie-Christine Arnautu

Proposal for a directive
Article premier – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 1

Text proposed by the Commission

1. This Directive applies to combined
transport operations.

Amendment

1. This Directive applies to
international combined transport
operations.

Or. fr

Amendment 105
Marie-Christine Arnautu

Proposal for a directive
Article premier – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 2

Text proposed by the Commission

For the purposes of this Directive,
'combined transport' means carriage of
goods by a transport operation, consisting
of an initial or final road leg of the journey,
or both, as well as a non-road leg of the
journey using rail, inland waterway or
maritime transport:

Amendment

For the purposes of this Directive,
'**international** combined transport' means
carriage of goods by a transport operation,
consisting of an initial or final road leg of
the journey, or both, as well as a non-road
leg of the journey using rail, inland
waterway or maritime transport **between at
least two Member States or at least one
Member State and a third country:**

Or. fr

Amendment 106
Mark Demesmaeker

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 2

Text proposed by the Commission

For the purposes of this Directive,
'combined transport' means carriage of
goods by a transport operation, consisting
of an initial or final road leg of the journey,
or both, as well as a non-road leg of the
journey using rail, inland waterway or
maritime transport:

Amendment

For the purposes of this Directive,
'combined transport' means carriage of
goods **between Member States** by a
transport operation, consisting of an initial
or final road leg of the journey, or both, as
well as a non-road leg of the journey using
rail, inland waterway or maritime
transport:

Or. nl

Amendment 107
Karoline Graswander-Hainz, Ismail Ertug

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 2

Text proposed by the Commission

For the purposes of this Directive, ‘combined transport’ means carriage of goods by a transport operation, consisting of an initial or final road leg of the journey, or both, as well as a non-road leg of the journey using rail, inland waterway or maritime transport:

Amendment

For the purposes of this Directive, ‘combined transport’ means carriage of goods by a transport operation, consisting of an initial or final road leg of the journey, or both, as well as a non-road leg of the journey using rail, inland waterway or maritime transport **where this section exceeds 100 km as the crow flies;**

Or. en

Justification

Combined transport should be the preferred alternative to road freight transport alone, because the objectives mentioned above and/or in the recitals would be more likely to be achieved. Therefore the environmentally friendlier modes of transport – rail and ship – should have to be used for most of the route in combined transport. Doing away with the minimum route length for rail and/or ship transport of 100 km as the crow flies is counterproductive to the achievement of the mentioned objectives. The applicable minimum route length of 100 km should be retained to ensure that it will not become standard practice to use road transport for most of the route, resulting in a shift back from rail and ship to the road.

Amendment 108

Isabella De Monte

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 2

Text proposed by the Commission

For the purposes of this Directive, ‘combined transport’ means carriage of goods by a transport operation, consisting of an initial or final road leg of the journey, or both, as well as a non-road leg of the journey using rail, inland waterway or

Amendment

For the purposes of this Directive, ‘combined transport’ means carriage of goods by a transport operation, **within the Member States**, consisting of an initial or final road leg of the journey, or both, as well as a non-road leg of the journey using rail, inland waterway or maritime

maritime transport:

transport:

Or. it

Amendment 109

Marita Ulvskog

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 2

Text proposed by the Commission

For the purposes of this Directive,
‘combined transport’ means carriage of
goods by a transport operation, consisting
of an initial or final road leg of the journey,
or both, as well as a non-road leg of the
journey using rail, inland waterway or
maritime transport:

Amendment

For the purposes of this Directive,
‘combined transport’ means carriage of
goods ***between Member States*** by a
transport operation, consisting of an initial
or final road leg of the journey, or both, as
well as a non-road leg of the journey using
rail, inland waterway or maritime
transport:

Or. en

Amendment 110

Jakop Dalunde

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 2

Text proposed by the Commission

For the purposes of this Directive,
‘combined transport’ means carriage of
goods ***by a transport operation***, consisting
of ***an initial or final road leg of the
journey, or both, as well as a non-road leg
of the journey*** using rail, inland waterway
or maritime transport:

Amendment

For the purposes of this Directive,
‘combined transport’ means carriage of
goods consisting of ***a journey*** using rail,
inland waterway or maritime transport,
***such as short sea shipping, and including
an initial or final road leg of the journey***:

Or. en

Justification

This formulation clarifies the focus of combined transport

Amendment 111 **Isabella De Monte**

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 2 – point a

Text proposed by the Commission

(a) in a trailer or semi-trailer, with or without a tractor unit, swap body or container, identified in accordance with the identification regime established pursuant to international standards ISO6346 and EN13044, where the load unit is transhipped between the different modes of transport; or

Amendment

(a) in a trailer or semi-trailer, with or without a tractor unit, swap body or container, identified in accordance with the identification regime established pursuant to international standards ISO6346 and EN13044, ***including 44 tonnes gross weight allowance for crenable semi-trailers***, where the load unit is transhipped between the different modes of transport; or

Or. en

Amendment 112 **Georges Bach**

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 2 – point a

Text proposed by the Commission

(a) in a trailer or semi-trailer, with or without a tractor unit, swap body or container, identified in accordance with the identification regime established pursuant to international standards ISO6346 and EN13044, where the load unit is transhipped between the different modes of

Amendment

(a) in a trailer or semi-trailer, with or without a tractor unit, swap body or container, identified in accordance with the identification regime established pursuant to international standards ISO6346 and EN13044 ***where applicable***, where the load unit is transhipped between the different

transport; or

modes of transport; or

Or. en

Amendment 113
Wim van de Camp

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 2 – point a

Text proposed by the Commission

(a) in a trailer or semi-trailer, with or without a **tractor unit**, swap body or container, identified in accordance with the identification regime established pursuant to international standards ISO6346 and EN13044, where the load unit is transhipped between the different modes of transport; or

Amendment

(a) in a trailer or semi-trailer, with or without a **drawing vehicle**, swap body or container, identified in accordance with the identification regime established pursuant to international standards ISO6346 and EN13044, where the load unit is transhipped between the different modes of transport; or

Or. en

Amendment 114
Georges Bach

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 2 – point b

Text proposed by the Commission

(b) by a road vehicle that is carried by rail, inland waterways or maritime transport for the non-road leg of the journey.

Amendment

(b) by a road vehicle, **including non-cranable trailers and semi-trailers**, that is carried by rail, inland waterways or maritime transport for the non-road leg of the journey.

Or. en

Amendment 115

Jakop Dalunde

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) by a cargo-bike.

Or. en

Amendment 116

Daniela Aiuto

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 2 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

By way of derogation, point (a) of this paragraph shall until [OJ please insert date 5 years after entry into force of the Directive] also cover non-cranable semi-trailers in unaccompanied combined transport that are not identified in accordance with the identification regime established pursuant to international standards ISO6346 and EN13044.

Or. en

Amendment 117

Kosma Złotowski

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 2 – subparagraph 2

Text proposed by the Commission

Amendment

Non-road legs using inland waterway or maritime transport for which there is no equivalent road transport alternative or which are unavoidable in a commercially viable transport operation, shall not be taken into consideration for the purposes of the combined transport operations.

deleted

Or. en

Amendment 118
Knut Fleckenstein

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 2 – subparagraph 2

Text proposed by the Commission

Amendment

Non-road legs using inland waterway or maritime transport for which there is no equivalent road transport alternative ***or which are unavoidable in a commercially viable transport operation***, shall not be taken into consideration for the purposes of the combined transport operations.

Non-road legs using inland waterway or maritime transport for which there is no equivalent road transport alternative shall not be taken into consideration for the purposes of the combined transport operations.

Or. en

Amendment 119
Wim van de Camp

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 2 – subparagraph 2

Text proposed by the Commission

Amendment

Non-road legs using inland waterway or maritime transport for which there is no

Non-road legs using inland waterway or maritime transport for which there is no

equivalent road transport alternative *or which are unavoidable in a commercially viable transport operation*, shall not be taken into consideration for the purposes of the combined transport operations.

equivalent road transport alternative, shall not be taken into consideration for the purposes of the combined transport operations.

Or. en

Justification

This wording is highly unclear and confusing.

Amendment 120

Lucy Anderson, Theresa Griffin

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3

Text proposed by the Commission

Amendment

3. Each road leg referred to in paragraph 2 shall not exceed the longest of the following distances in the territory of the Union:

deleted

(a) 150 km in distance as the crow flies;

(b) 20% of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg, when it amounts to more than the distance referred to in point (a).

That road leg distance limit shall apply to the total length of each road leg, including all intermediary pick-ups and deliveries. It shall not apply to the transport of an empty load unit or to the pick-up point of the goods or from the delivery point of the goods.

The road leg distance limit may be exceeded for combined road/rail transport operations, when authorised by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest

transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Or. en

Amendment 121

Karoline Graswander-Hainz, Ismail Ertug, Marita Ulvskog

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Each road leg referred to in paragraph 2 shall not exceed *the longest of the following distances* in the territory of the Union:

Amendment

Each road leg referred to in paragraph 2 shall not exceed **150 km in distance as the crow flies** in the territory of the Union:

Or. en

Justification

The initial and final road transport legs of the journey are limited to a radius not exceeding 150 km as the crow flies. It is proposed that this radius may also be extended to 20% of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg. This as a clear liberalisation of the initial and final road transport legs of the journey, which runs counter to the efforts towards a modal shift from road to rail and/or ship and has quite the contrary effect.

Amendment 122

Olga Sehnalová

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Amendment

Each road leg referred to in paragraph 2 shall not exceed *the longest of the following distances* in the territory of the Union:

Each road leg referred to in paragraph 2 shall not exceed *150 km in distance* in the territory of the Union:

Or. en

Amendment 123
Olga Sehnalová

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

(a) *150 km in distance as the crow flies;* *deleted*

Or. en

Amendment 124
Jakop Dalunde

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

(a) *150 km in distance as the crow flies;* (a) *50 km in distance as the crow flies;*

Or. en

Amendment 125
Marie-Pierre Vieu

Proposal for a directive
Article premier – paragraph 1 – point 2

Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

a) **150** km in distance as the crow flies;

a) **100** km in distance as the crow flies.

Or. fr

Amendment 126
Claudia Schmidt, Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

(a) 150 km in distance ***as the crow flies***;

(a) 150 km in distance;

Or. en

Amendment 127
Wim van de Camp

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

(a) 150 km in distance ***as the crow flies***;

(a) 150 km in distance;

Or. en

Justification

'As the crow flies' is not an enforceable or easily checkable distance. Additionally, Directive 2015/719 for instance only refers to a distance.

Amendment 128
Marie-Christine Arnautu

Proposal for a directive
Article premier – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 1 – point a

Text proposed by the Commission

a) 150 km in distance as the crow flies;

Amendment

a) ***in principle***, 150 km in distance as the crow flies, ***unless geographical or economic considerations necessitate a derogation***;

Or. fr

Amendment 129
Isabella De Monte

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 1 – point a

Text proposed by the Commission

(a) ***150 km in distance as the crow flies***;

Amendment

(a) ***200 km***;

Or. it

Justification

The reference to the distance 'as the crow flies' would make it difficult to implement.

Amendment 130
Kosma Zlotowski

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

(a) **150** km in distance as the crow flies;

(a) **200** km in distance as the crow flies;

Or. en

Amendment 131
Marie-Pierre Vieu

Proposal for a directive

Article premier – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – subparagraph 1 – point a a (new)

Text proposed by the Commission

Amendment

aa) or to reach the closest suitable rail terminal.

Or. fr

Amendment 132
Marie-Christine Arnautu

Proposal for a directive

Article premier – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraphe 3 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

b) 20% of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg, when it amounts to more than the distance referred to in point (a). **deleted**

Or. fr

Justification

This vague requirement may result in divergent interpretations.

Amendment 133
Renaud Muselier

Proposal for a directive
Article premier – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – point b

Text proposed by the Commission

Amendment

*b) 20% of the distance as the crow
flies between the loading point for the
initial leg and the unloading point for the
final leg, when it amounts to more than
the distance referred to in point (a).* *deleted*

Or. fr

Justification

The introduction of the maximum threshold of 20% of the total distance travelled is likely to significantly increase the distance travelled on the road legs, which would run counter to our objectives of decarbonisation of transport.

Amendment 134
Marie-Pierre Vieu

Proposal for a directive
Article premier – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – point b

Text proposed by the Commission

Amendment

*b) 20% of the distance as the crow
flies between the loading point for the
initial leg and the unloading point for the
final leg, when it amounts to more than
the distance referred to in point (a).* *deleted*

Or. fr

Amendment 135

Claudia Schmidt, Herbert Dorfmann

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – point b

Text proposed by the Commission

Amendment

(b) 20% of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg, when it amounts to more than the distance referred to in point (a). **deleted**

Or. en

Justification

The distance of 20% as the crow flies between the loading point for the initial leg and the unloading point for the final leg may, in case of intermodal transport, also amount to several hundreds of kilometres. Controls whether this rule has been observed or not, would be rather complicated and difficult.

Amendment 136

Georg Mayer

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – point b

Text proposed by the Commission

Amendment

(b) 20% of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg, when it amounts to more than the distance referred to in point (a). **deleted**

Or. en

(DELETE the amendment AND any reference to the 20%-rule contained in the Commission proposal)

Justification

20% as the crow flies between the loading point for the initial leg and the unloading point for the final leg may, in case of intermodal transport, also amount to several hundreds of km. Such transports have the merit of transferring freight to rail/inland waterways or short sea shipping (SSS) for a part of their journey, but they still use road transport for a large part of the journey. The incentives for combined transport linked with the present Directive should only be granted if freight is transferred to environment friendly transport modes as far as possible, i.e. as now the nearest suitable terminal or to within a distance of 150 km as the crow flies. Moreover, controls whether this rule has been observed or not, would be rather complicated and difficult, also requiring additional proof on the part of the haulier.

Amendment 137

Olga Sehnalová

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – point b

Text proposed by the Commission

Amendment

(b) 20% of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg, when it amounts to more than the distance referred to in point (a). **deleted**

Or. en

Amendment 138

Karoline Graswander-Hainz, Ismail Ertug, Marita Ulvskog

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – point b

Text proposed by the Commission

Amendment

(b) 20% of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg, when it amounts to more than **deleted**

the distance referred to in point (a).

Or. en

Justification

The initial and final road transport legs of the journey are limited to a radius not exceeding 150 km as the crow flies. It is proposed that this radius may also be extended to 20% of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg. This as a clear liberalization of the initial and final road transport legs of the journey, which runs counter to the efforts towards a modal shift from road to rail and/or ship and has quite the contrary effect.

Amendment 139
Isabella De Monte

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – point b

Text proposed by the Commission

Amendment

<i>b) 20 % of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg, when it amounts to more than the distance referred to in point (a).</i>	<i>deleted</i>
---	----------------

Or. it

Amendment 140
Kosma Zlotowski

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – point b

Text proposed by the Commission

Amendment

<i>(b) 20% of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg, when it amounts to more than the</i>	<i>(b) 15% of the distance as the crow flies between the loading point for the initial leg and the unloading point for the final leg, when it amounts to more than the</i>
--	--

distance referred to in point (a).

distance referred to in point (a).

Or. en

Amendment 141

Jakop Dalunde

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – point b

Text proposed by the Commission

(b) **20% of the distance** as the crow flies between the loading point **for** the initial leg and the unloading point for the final leg, when it amounts to more than the distance referred to in point (a).

Amendment

(b) **an additional 25 km** as the crow flies between the loading point **of** the initial leg and the unloading point for the final leg, when it amounts to more than the distance referred to in point (a).

Or. en

Justification

In order to promote the use of much easier and cheaper transshipment solutions that can be implemented within a denser network and in the short term (see e.g. CargoBeamer technology: : <https://www.youtube.com/watch?v=9ugx87dSmBg>), only a little flexibility if at all will be needed.

Amendment 142

Renaud Muselier

Proposal for a directive

Article premier – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – subparagraph 2

Text proposed by the Commission

That road leg distance limit shall apply to the total length of each road leg, including all intermediary pick-ups and deliveries. ***It shall not apply to the transport of an empty load unit or to the pick-up point of the goods or from the delivery point of the***

Amendment

That road leg distance limit shall apply to the total length of each road leg, including all intermediary pick-ups and deliveries.

goods.

Or. fr

Justification

In the interests of attaining our environmental objectives, there is no justification for raising thresholds relating to the limit on the distance travelled by road in the amended provisions.

Amendment 143

Karoline Graswander-Hainz, Ismail Ertug, Marita Ulvskog

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – subparagraph 2

Text proposed by the Commission

That road leg distance limit shall apply to the total length of each road leg, including all intermediary pick-ups and deliveries. ***It shall not apply to the transport of an empty load unit or to the pick-up point of the goods or from the delivery point of the goods.***

Amendment

That road leg distance limit shall apply to the total length of each road leg, including all intermediary pick-ups and deliveries.

Or. en

Justification

The distance limit for road legs should also apply to the transport of an empty load unit and should allow intermediary pick-up points only for initial road legs and intermediary deliveries only for the final road leg.

Amendment 144

Georg Mayer

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – subparagraph 2a (new)

Text proposed by the Commission

Amendment

If a Member State is transited by a road leg of a combined transport operation, that Member State may decide not to apply the support measures provided by this Directive, including weight advantages foreseen in Directive 96/53/EEC ^{1a} for combined transport.

^{1a} Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic, (OJ L 235, 17.9.1996, p. 59).

Or. en

Justification

This amendment is necessary so as not to oblige Member States to grant benefits for “combined transport” (in particular 44 t and tax refunds), if their territory is completely transited on the road.

Amendment 145
Claudia Schmidt

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

In case a Member State is transited by road during an initial or final road leg of a combined transport operation, this Member State may decide to withhold the advantages granted to combined transport on the basis of the definition provided for in Article 1.

Or. en

Justification

The 150 km distance and in particular the 20% limit proposed by the EC seems too long for smaller countries. If a territory is transited by road during an initial or final road leg, it should be therefore up to each MS to decide whether to grant the benefits of CT as defined in Art. 1 or not.

Amendment 146

Karoline Graswander-Hainz, Ismail Ertug

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

If a Member State is transited by a road leg of a combined transport operation, that Member State may decide not to apply the support measures provided by this Directive, including weight advantages foreseen in Directive 96/53/EEC ^{1a} for combined transport.

^{1a} Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic, (OJ L 235, 17.9.1996, p. 59–75).

Or. en

Justification

This amendment is necessary to avoid Member States from being obliged to grant benefits for combined transport (in particular 44 t and tax refunds), if their territory is completely transited on the road;

Amendment 147

Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – subparagraph 3

Text proposed by the Commission

The road leg distance limit *may be exceeded* for combined *road/rail* transport operations, *when authorised* by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest *transport* terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Amendment

Exceeding the road leg distance limit *specified in this paragraph* for combined transport operations *shall be allowed* by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest *transshipment* terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity, *terminal opening times* and appropriate rail freight services, *in the absence of a transshipment terminal fulfilling all of these conditions within the distance limit*.

Or. en

Justification

In order to avoid discrimination among operators and competition problems between Member States, it should be mandatory for all Member States to allow as a general rule to exceed the maximum road leg distance limit but under very clear conditions and criteria applying to the whole Union. The rapporteur's proposed Amendment 12 is a good step in this direction, but should be applied to all CT operations, not just road/rail.

Amendment 148

Claudia Schmidt

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – subparagraph 3

Text proposed by the Commission

The road leg distance limit *may be exceeded* for combined road/rail transport operations, *when authorised* by the

Amendment

Exceeding the road leg distance limit *specified in this paragraph* for combined road/rail transport operations *shall be*

Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest **transport** terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

possible within the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest **transshipment** terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity, ***terminal opening times*** and appropriate rail freight services, ***in the absence of a transshipment terminal fulfilling all of these conditions within the distance limit.***

Or. en

Amendment 149

Andor Deli

Proposal for a directive

Article 1 – paragraph 1 – point 2

Directive 92/106/EEC

Article 1 – paragraph 3 – subparagraph 3

Text proposed by the Commission

The road leg distance limit ***may be exceeded*** for combined road/rail transport operations, ***when authorised by*** the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Amendment

Exceeding the road leg distance limit for combined road/rail transport operations ***shall be possible within*** the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services. ***The operator who controls the combined transport operation shall document the reasons for the need to exceed the distance limit defined in Article 1 and ensure that this justification accompanies the loading unit along its journey.***

Or. en

Amendment 150
Claudia Schmidt, Herbert Dorfmann

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 3

Text proposed by the Commission

The road leg distance limit may be exceeded for combined road/rail transport operations, *when authorised by the Member State or Member States on whose territory the road leg takes place*, in order to reach the geographically nearest transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Amendment

The road leg distance limit may be exceeded for combined road/rail transport operations, in order to reach the geographically nearest transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services. *When semi-trailers are transported using combined road/rail transport, the road legs of these intermodal loading shall be performed using vehicle combinations with a gross weight of up to 44 tonnes. Member States may reduce the 150 km length of the road leg by up to 50% in case of combined road/rail operations on a precisely defined part of their territory on the grounds of environmental reasons provided that a terminal offering appropriate services exists within the range. Any such government decision should be adequately explained. After a maximum period of 5 years, the Commission shall examine if the measures are still appropriate.*

Or. en

Amendment 151
Isabella De Monte

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 3

Text proposed by the Commission

The road leg distance limit may be exceeded for combined **road/rail** transport operations, when authorised by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest **transport** terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Amendment

The road leg distance limit may be **temporarily** exceeded for combined transport operations, when authorised by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest **transshipment** terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Or. en

Amendment 152
Wim van de Camp

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 3

Text proposed by the Commission

The road leg distance limit may be exceeded for combined **road/rail** transport operations, when authorised by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Amendment

The road leg distance limit may be exceeded for combined transport operations, when authorised by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Or. en

Justification

This limit should not solely be allowed to be exceeded for road/rail but for all other modes of transport.

Amendment 153
Izaskun Bilbao Barandica

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 3

Text proposed by the Commission

The road leg distance limit may be exceeded for combined road/rail transport operations, when authorised by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Amendment

The road leg distance limit may be exceeded for combined road/rail transport operations, when authorised, ***upon request from the operator***, by the Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services. ***The operator in charge of the combined transport operation shall document the reason for the need to exceed the distance limit as defined in Article 1 and shall ensure that the request is accompanied by a precise justification.***

Or. es

Amendment 154
Jakop Dalunde

Proposal for a directive
Article 1 – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 – subparagraph 3

Text proposed by the Commission

The road leg distance limit may be exceeded for combined road/rail transport operations, when authorised by the

Amendment

The road leg distance limit may be exceeded for combined road/rail transport operations, when authorised by the

Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest transport terminal which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Member State or Member States on whose territory the road leg takes place, in order to reach the geographically nearest transport terminal ***or transshipment point*** which has the necessary operational transshipment capability for loading or unloading in terms of transshipment equipment, terminal capacity and appropriate rail freight services.

Or. en

Justification

It is not always necessary to reach a transport terminal to achieve freight transshipment (lighter technologies are available, e.g. CargoBeamer)

Amendment 155
Marie-Pierre Vieu

Proposal for a directive
Article premier – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Each non-road leg referred to in paragraph 2 must exceed the minimum threshold of 100 km in order to be considered relevant to combined transport.

Or. fr

Amendment 156
Marie-Pierre Vieu

Proposal for a directive
Article premier – paragraph 1 – point 2
Directive 92/106/EEC
Article 1 – paragraph 4

Text proposed by the Commission

Amendment

4. A combined transport operation *shall be deemed to take place in the Union where the operation or the part thereof taking place in the Union fulfils the requirements laid down in paragraphs 2 and 3.*

4. *Operations shall not be regarded as part of a combined transport operation if the road/non-road legs thereof or part of those legs are performed outside the territory of the Union.*

Or. fr

Amendment 157
Jakop Dalunde

Proposal for a directive
Article 1 – paragraph 1 – point 2 a (new)
Directive 92/106/EEC
Article 2

Text proposed by the Commission

Amendment

(2a) Article 2 is deleted.

Or. en

Amendment 158
Kosma Zlotowski

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall ensure that road transport is considered forming part of a combined transport operation covered by this Directive only if the carrier can produce clear evidence that such road transport constitutes a road leg of a combined transport operation, *including the transport of empty load units before and after the transport of goods.*

1. Member States shall ensure that road transport is considered forming part of a combined transport operation covered by this Directive only if the carrier can produce clear evidence that such road transport constitutes a road leg of a combined transport operation.

Or. en

Amendment 159

Marita Ulvskog, Ismail Ertug, Karoline Graswander-Hainz, Lucy Anderson

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that road transport is considered forming part of a combined transport operation covered by this Directive only if the carrier can produce clear evidence that such road transport constitutes a road leg of a combined transport operation, ***including the transport of empty load units before and after the transport of goods.***

Amendment

1. Member States shall ensure that road transport is considered forming part of a combined transport operation covered by this Directive only if the carrier can produce clear evidence that such road transport constitutes a road leg of a combined transport operation.

Or. en

Justification

Allowing empty runs will increase emissions which contradicts the purpose of the Directive, namely to reduce emissions by encouraging the low-emission alternative for mode of transport.

Amendment 160

Isabella De Monte

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that road transport is considered forming part of a combined transport operation covered by this Directive only if the ***carrier*** can produce clear evidence that such road transport constitutes a road leg of a combined transport operation, including

Amendment

1. Member States shall ensure that road transport is considered forming part of a combined transport operation covered by this Directive only if the ***transport undertaking*** can produce clear evidence that such road transport constitutes a road leg of a combined transport operation,

the transport of empty load units before and after the transport of goods.

including the transport of empty load units before and after the transport of goods.

Or. it

Amendment 161

Maria Grapini

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 1

Text proposed by the Commission

(1) Member States shall ensure that road transport is considered forming part of a combined transport operation covered by this Directive only if the carrier can produce clear evidence that such road transport constitutes a road leg of a combined transport operation, including the transport of empty load units before and after the transport of goods.

Amendment

(1) Member States shall ensure that road transport is considered forming part of a combined transport operation covered by this Directive only if the carrier can produce clear **and verifiable** evidence that such road transport constitutes a road leg of a combined transport operation, including the transport of empty load units before and after the transport of goods.

Or. ro

Amendment 162

Izaskun Bilbao Barandica

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 1

Text proposed by the Commission

1. Member States **shall ensure that** road transport **is considered** forming part of a combined transport operation covered by this Directive **only if** the carrier **can** produce clear evidence that such road transport constitutes a road leg of a combined transport operation, including

Amendment

1. **In order for** Member States **to consider** road transport **as** forming part of a combined transport operation covered by this Directive, the carrier **shall** produce clear evidence that such road transport constitutes a road leg of a combined transport operation, including the transport

the transport of empty load units before and after the transport of goods.

of empty load units before and after the transport of goods.

Or. es

Amendment 163

Izaskun Bilbao Barandica

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – introductory wording

Text proposed by the Commission

2. **The** evidence referred to in paragraph 1 shall comprise the following details for each combined transport operation:

Amendment

2. ***In order to provide clear*** evidence, ***the information*** referred to in paragraph 1 shall comprise the following details for each combined transport operation, ***preferably using electronic documents to boost the digitalisation of the sector and reduce the administrative burden:***

Or. es

Amendment 164

Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – introductory wording

Text proposed by the Commission

2. **The** evidence referred to in paragraph 1 shall comprise the following details for each combined transport operation:

Amendment

2. ***In order to be considered to be clear*** evidence, ***the information*** referred to in paragraph 1 shall comprise the following details for each combined transport operation:

Or. en

Justification

The requirements as proposed by the Commission are difficult for operators to comply with at the time of a roadside check. The shipper, who provides the CMR waybill, does not have this information when completing this document, while obtaining the signature of the non road operator for each transport document is not feasible in the time available at the terminal. It would be more feasible for relevant information on the CT operation to be provided ex-post, if required.

Amendment 165 **Inés Ayala Sender**

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point aa (new)

Text proposed by the Commission

Amendment

(aa) if different from the shipper, the name, address, contact details and signature of the operator responsible for the routing of the combined transport operation;

Or. en

Amendment 166 **Karoline Graswander-Hainz, Marita Ulvskog**

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point aa (new)

Text proposed by the Commission

Amendment

(aa) the name, address and signature of the haulier of road transport legs;

Or. en

Justification

The list of evidence fails to mention information on the road haulier. This information is listed as evidence to be carried on the vehicle during cabotage operations (cf. Article 8(3) (b) EC Regulation 1072/2009); adding this passage would make it easier for the inspecting authorities to identify the transport undertaking in charge, and facilitate better tracking of the responsible party in case of sanctions.

Amendment 167 **Inés Ayala Sender**

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) the place and date where the combined transport operation begins in the Union;

deleted

Or. en

Amendment 168 **Jakop Dalunde**

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) the place and date where the combined transport operation begins *in* the Union;

(b) the place and date where the combined transport operation begins *or crosses the border into* the Union;

Or. en

Amendment 169 **Inés Ayala Sender**

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) the place where the combined transport operation ends in the Union;

deleted

Or. en

Amendment 170

Jakop Dalunde

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) the place where the combined transport operation ends in the Union;

(d) the place where the combined transport operation ends in the Union *or crosses the border leaving the Union*;

Or. en

Amendment 171

Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point e

Text proposed by the Commission

Amendment

(e) the distance as the crow flies between the place where the combined transport operation begins and the place where the combined transport operations ends in the Union;

deleted

Amendment 172
Claudia Schmidt

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point e

Text proposed by the Commission

(e) the distance *as the crow flies* between the place where the combined transport operation begins and the place where the combined transport operations ends in the Union;

Amendment

(e) the distance between the place where the combined transport operation begins and the place where the combined transport operations ends in the Union;

Or. en

Amendment 173
Inés Ayala Sender

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point f

Text proposed by the Commission

(f) *a description, signed by the shipper, of the combined transport operation routing including at least the following details for each leg, including for each mode of transport which constitutes the non-road leg, of the operation within the Union:*

- (i) *leg order (i.e. first leg, non-road leg or final leg);*
- (ii) *name, address and contact details of the carrier;*
- (iii) *mode of transport and its order in the operation;*

Amendment

deleted

Amendment 174
Claudia Schmidt

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point f

Text proposed by the Commission

(f) a description, ***signed by the shipper***, of the combined transport operation routing including at least the following details for each leg, including for each mode of transport which constitutes the non-road leg, of the operation within the Union:

Amendment

(f) a description of the combined transport operation routing, ***signed by the responsible operator for the planning, where the signature can mean an electronic signature***, including at least the following details for each leg, including for each mode of transport which constitutes the non-road leg, of the operation within the Union:

Amendment 175
Andor Deli

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point f

Text proposed by the Commission

(f) a description, ***signed by the shipper***, of the combined transport operation routing including at least the following details for each leg, including for each mode of transport which constitutes the non-road leg, of the operation within the Union:

Amendment

(f) a description of the combined transport operation routing, ***signed by the responsible operator for the planning, either physically or electronically***, including at least the following details for each leg, including for each mode of transport which constitutes the non-road leg, of the operation within the Union:

Amendment 176
Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point f – point i

Text proposed by the Commission

Amendment

- (i) *leg order (i.e. first leg, non-road leg or final leg);* *deleted*

Or. en

Amendment 177
Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point f – point ii

Text proposed by the Commission

Amendment

- (ii) *name, address and contact details of the carrier;* *deleted*

Or. en

Amendment 178
Karoline Graswander-Hainz, Marita Ulvskog

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point f – point ii

Text proposed by the Commission

Amendment

- (ii) name, address and contact details of the carrier;

- (ii) name, address and contact details of the *respective* carrier;

Justification

Pursuant to paragraph 2(f), the shipper has to prepare a combined transport operation routing for the entire route. Pursuant to subparagraph (ii), proof of the name, address and contact details of the carrier have to be presented; as in practice, the carrier performing the transport will differ on each leg of the journey, for the sake of clarity it is suggested to insert the word “respective” before “carrier”.

Amendment 179
Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point f – point iii

Text proposed by the Commission

Amendment

- *(iii) mode of transport and its order in the operation;* *deleted*

Amendment 180
Karoline Graswander-Hainz

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point g a (new)

Text proposed by the Commission

Amendment

(ga) the gross mass of the goods or their quantity otherwise expressed;

Justification

Analogously to the provision of Article 8(3) EC Regulation 1072/2009 regarding necessary evidence when performing cabotage operations, Article 3 of this Regulation should provide for the obligation to carry on board evidence of “the gross mass of the goods or their quantity

otherwise expressed” (cf. Article 8(3)(f) EC Regulation 1072/2009) to make it easier to check the weight limit especially for the initial and final road transport legs.

Amendment 181
Inés Ayala Sender

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point h

Text proposed by the Commission

Amendment

- (h) for the initial road transport leg: deleted**
- (i) *the place of transshipment to the non-road leg;*
 - (ii) *the distance of the initial road transport leg as the crow flies between the place of shipment and the first transshipment terminal;*
 - (iii) *if the initial road leg is completed, a signature of the carrier confirming that the transport operation of the road leg has been carried out;*

Or. en

Amendment 182
Inés Ayala Sender

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point h – point i

Text proposed by the Commission

Amendment

- **(i) the place of transshipment to the non-road leg; deleted**

Or. en

Amendment 183
Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point h – point ii

Text proposed by the Commission

Amendment

- (ii) the distance of the initial road transport leg as the crow flies between the place of shipment and the first transshipment terminal;

deleted

Or. en

Amendment 184
Jakop Dalunde

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point h – point ii

Text proposed by the Commission

Amendment

- (ii) the distance of the initial road transport leg as the crow flies between the place of shipment and the first transshipment *terminal*;

- (ii) the distance of the initial road transport leg as the crow flies between the place of shipment and the first *transport terminal or transshipment point*;

Or. en

Amendment 185
Claudia Schmidt

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point h – point ii

Text proposed by the Commission

Amendment

- (ii) the distance of the initial road

- (ii) the distance of the initial road

transport leg *as the crow flies* between the place of shipment and the first transshipment terminal;

transport leg between the place of shipment and the first transshipment terminal;

Or. en

Amendment 186
Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point h – point iii

Text proposed by the Commission

Amendment

- (iii) *if the initial road leg is completed, a signature of the carrier confirming that the transport operation of the road leg has been carried out;*

deleted

Or. en

Amendment 187
Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point i

Text proposed by the Commission

Amendment

(i) *for the final road transport leg:*
- (i) *the place where the goods are taken [over] from the non-road leg (rail, inland waterways or maritime transport);*
- (ii) *the distance of the final road transport leg as the crow flies between the place of transshipment and the place where the combined transport operation ends in the Union);*

deleted

Amendment 188
Inés Ayala Sender

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point i – point i

Text proposed by the Commission

Amendment

- *(i) the place where the goods are
taken [over] from the non-road leg (rail,
inland waterways or maritime transport);* *deleted*

Or. en

Amendment 189
Inés Ayala Sender

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point i – point ii

Text proposed by the Commission

Amendment

- *(ii) the distance of the final road
transport leg as the crow flies between the
place of transshipment and the place
where the combined transport operation
ends in the Union);* *deleted*

Or. en

Amendment 190
Jakop Dalunde

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point i – point ii

Text proposed by the Commission

- (ii) the distance of the final road transport leg as the crow flies between the place of transshipment and the place where the combined transport operation ends in the Union);

Amendment

- (ii) the distance of the final road transport leg as the crow flies between the place of transshipment and the place where the combined transport operation ends in the Union ***or crosses the border into a third country;***

Or. en

Amendment 191

Claudia Schmidt

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point i – point ii

Text proposed by the Commission

- (ii) the distance of the final road transport leg ***as the crow flies*** between the place of transshipment and the place where the combined transport operation ends in the Union);

Amendment

- (ii) the distance of the final road transport leg between the place of transshipment and the place where the combined transport operation ends in the Union;

Or. en

Amendment 192

Inés Ayala Sender

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 2 – point j – points i and ii

Text proposed by the Commission

- (j) ***for the non-road leg:***
- ***(i) if the non-road leg is completed, a signature of the carrier (or carriers in the case of two or more non-road operations***

Amendment

deleted

on the non-road leg) confirming that the transport operation on the non-road leg has been carried out;

- (ii) when available, a signature or seal of the relevant rail or port authorities in the relevant terminals (railway station or port) concerned along the non-road leg operation confirming that the relevant part of the non-road leg has been completed.

Or. en

Amendment 193
Inés Ayala Sender

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
2 Article 3 – paragraph 2 – point j – point i

Text proposed by the Commission

Amendment

- (i) if the non-road leg is completed, a signature of the carrier (or carriers in the case of two or more non-road operations on the non-road leg) confirming that the transport operation on the non-road leg has been carried out; *deleted*

Or. en

Amendment 194
Inés Ayala Sender

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 2 – paragraph 2 – point j – point ii

Text proposed by the Commission

Amendment

- (ii) when available, a signature or seal of the relevant rail or port authorities *deleted*

in the relevant terminals (railway station or port) concerned along the non-road leg operation confirming that the relevant part of the non-road leg has been completed.

Or. en

Amendment 195
Knut Fleckenstein

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point j – point ii

Text proposed by the Commission

- (ii) when available, a signature or seal of the relevant rail ***or port authorities*** in the relevant terminals (railway station or port) concerned along the non-road leg operation confirming that the relevant part of the non-road leg has been completed.

Amendment

- (ii) when available, a signature or seal of the relevant rail ***authority or the responsible body*** in the relevant terminals (railway station or port) concerned along the non-road leg operation confirming that the relevant part of the non-road leg has been completed.

Or. en

Amendment 196
Daniela Aiuto

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2 – point j a (new)

Text proposed by the Commission

Amendment

(ja) when the road leg distance limits are exceeded in accordance with Article 1, paragraph 3, subparagraph 3, a justification detailing the reasons for this.

Or. en

Amendment 197
Inés Ayala Sender

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 2a (new)

Text proposed by the Commission

Amendment

2a. In the event of subsequent checks, the following information shall be provided by the responsible operator for the planning to prove that the combined transport operation has taken place:

(a) the place and date where the combined transport operation begins in the Union;

(b) the place where the combined transport operation ends in the Union;

(c) the distance as the crow flies between the place where the combined transport operation begins and the place where the combined transport operations ends in the Union;

(d) a description of the combined transport operation routing, signed by the responsible operator for the planning, including at least the following details for each leg, including for each mode of transport which constitutes the non-road leg, of the operation within the Union:

– (i) leg order (i.e. first leg, non-road leg or final leg);

– (ii) name, address and contact details of the carrier(s);

– (iii) mode of transport and its order in the operation;

(e) for the initial road transport leg:

– (i) the place of transshipment to the non-road leg;

– (ii) the distance of the initial road transport leg as the crow flies between the

place of shipment and the first transshipment terminal;

– (iii) if the initial road leg is completed, a signature of the haulier confirming that the transport operation of the road leg has been carried out;

(f) for the final road transport leg:

– (i) the place where the goods are taken over from the non-road leg (rail, inland waterways or maritime transport);

– (ii) the distance of the final road transport leg as the crow flies between the place of transshipment and the place where the combined transport operation ends in the Union);

(g) for the non-road leg:

– (i) if the non-road leg is completed, a signature of the carrier (or carriers in the case of two or more non-road operations on the non-road leg) confirming that the transport operation on the non-road leg has been carried out;

– (ii) when available, a signature or seal of the relevant rail or port authorities in the relevant terminals (railway station or port) concerned along the non-road leg operation confirming that the relevant part of the non-road leg has been completed.

(j) for the non-road leg:

– (i) if the non-road leg is completed, a signature of the carrier (or carriers in the case of two or more non-road operations on the non-road leg) confirming that the transport operation on the non-road leg has been carried out;

– (ii) when available, a signature or seal, in electronic format when available, of the relevant rail or port authorities in the relevant terminals (railway station or port) concerned along the non-road leg operation confirming that the relevant part of the non-road leg has been

completed.

Or. en

Amendment 198

Andor Deli

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 4

Text proposed by the Commission

4. The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such check. It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Amendment

4. The evidence referred to in paragraph 1, ***alongside any explanation for an operational re-routing or other deviation from the as-planned documentation of the combined transport operation that may have occurred due to unforeseen circumstances***, shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such check. It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Or. en

Justification

Occasionally there is a need for road legs of combined transport operations to be changed on an ad hoc basis to reflect unforeseen changes in circumstances such as force majeure, train schedule changes due to strikes, road-construction related diversions or other external reasons, which may require rectification during a roadside check and /or its ex-post follow up.

Amendment 199
Maria Grapini

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 4

Text proposed by the Commission

(4) The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, *it* shall be presented ***within the duration of such check***. It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Amendment

(4) The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, ***the evidence referred to in paragraph 2, points (a), (b), (c) and (d)*** shall be presented. It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Or. ro

Amendment 200
Jakop Dalunde

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 4

Text proposed by the Commission

4. The evidence referred to in paragraph 1 shall be presented ***or transmitted*** upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such

Amendment

4. The evidence referred to in paragraph 1 shall be presented upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such check. It shall be in an official

check. It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Or. en

Justification

If CT is to be efficiently checked, "transmission" is too imprecise

Amendment 201 **Izaskun Bilbao Barandica**

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 4

Text proposed by the Commission

4. The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such check. It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Amendment

4. The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such check. It shall be in an official language of that Member State or in English. ***If the documentation is not available at the time of the roadside check, it shall be submitted electronically no later than 5 days after the check.*** During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Or. es

Amendment 202

Marita Ulvskog, Ismail Ertug, Karoline Graswander-Hainz, Lucy Anderson

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 4

Text proposed by the Commission

4. The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such check. It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Amendment

4. The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such check. ***The evidence needs to be created before the start of the transport operation.*** It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Or. en

Amendment 203

Claudia Schmidt

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 4

Text proposed by the Commission

4. The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such

Amendment

4. The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such

check. It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

check, ***within a maximum of 45 minutes***. It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Or. en

Amendment 204
Isabella De Monte

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 4

Text proposed by the Commission

4. The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such check. It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Amendment

4. The evidence referred to in paragraph 1 shall be presented or transmitted, ***including electronically***, upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such check. It shall be in an official language of that Member State or in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Or. it

Amendment 205
Marie-Christine Arnautu

Proposal for a directive
Article premier – paragraph 1 – point 3

Text proposed by the Commission

4. The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such check. It shall be in an official language of that Member State *or* in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Amendment

4. The evidence referred to in paragraph 1 shall be presented or transmitted upon the request of the authorised inspecting officer of the Member State where the check is carried out. In case of road side checks, it shall be presented within the duration of such check. It shall be in an official language of that Member State *and* in English. During a roadside check, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may support him in providing the evidence referred to paragraph 2.

Or. fr

Amendment 206
Gabriele Preuß, Miltiadis Kyrkos, Lucy Anderson

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 5 – subparagraph 1

Text proposed by the Commission

The evidence may be provided through a transport document fulfilling the requirements laid down in Article 6 of Council Regulation No 11, or through other existing transport documents such as the Convention on the Contract for the International Carriage of Goods by Road (CMR) transport document or the Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (CIM) transport document.

Amendment

The evidence may be provided through a transport document fulfilling the requirements laid down in Article 6 of Council Regulation No 11, or through other existing transport documents such as the Convention on the Contract for the International Carriage of Goods by Road (CMR) transport document, *the Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI)* or the Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (CIM) transport document.

Amendment 207
Wim van de Camp

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 5 – subparagraph 1

Text proposed by the Commission

The evidence may be provided through *a transport document fulfilling the requirements laid down in Article 6 of Council Regulation No 11, or through other* existing transport documents such as the Convention on the Contract for the International Carriage of Goods by Road (CMR) transport document or the Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (CIM) transport document.

Amendment

The evidence may be provided through existing transport documents such as the Convention on the Contract for the International Carriage of Goods by Road (CMR) transport document, *the Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI)* or the Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (CIM) transport document.

Or. en

Justification

Council Regulation no 11 is not a good basis for this evidence as it hampers the ability to transit toward e-documents.

Amendment 208
Nicola Caputo

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 5 – subparagraph 2

Text proposed by the Commission

Such evidence may be presented or transmitted electronically, using a revisable structured format which can be used directly for storage and processing by

Amendment

Such evidence may be presented or transmitted electronically, using a revisable structured format which can be used directly for storage and processing by

computers, including supplementing the electronic consignment note under the Convention on the Contract for the International Carriage of Goods by Road (eCMR) for the road part

computers, including supplementing the electronic consignment note under the Convention on the Contract for the International Carriage of Goods by Road (eCMR) for the road part ***or the electronic consignment note under the convention concerning international carriage by rail (COTIF/CIM 1999) for both the rail and the road part (ECIM).***

Or. en

Justification

Today, combined transport operations may already be carried out by using the CIM consignment note, which covers national road legs and international rail legs without the need for an extra road-specific document. Using CIM for the whole combined transport chain also offers an additional guarantee that the road part was carried out in connection with the rail leg. The electronic version of the CIM Consignment note does not need ratification by Member States (contrary to E-CMR), and should therefore feature as a possible viable choice.

Amendment 209 **Isabella De Monte**

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 92/106/EEC
Article 3 – paragraph 5 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

Member States shall undertake to move towards a gradual dematerialisation of documentation, providing for a transitional period until the use of the paper format has been fully abandoned.

Or. it

Justification

A transitional period should be provided for the dematerialisation of documents that must certify that combined transport has occurred, including through the technological upgrading of inspecting authorities' instruments.

Amendment 210

Karoline Graswander-Hainz, Marita Ulvskog

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 92/106/EEC

Article 3 – paragraph 6

Text proposed by the Commission

Amendment

For the purposes of road side checks, a discrepancy of the transport operation with the provided evidence, notably as regards the routing information in point (g) of paragraph 2 shall be permitted, if duly justified, in case of exceptional circumstances outside the control of the carrier(s) causing changes in the combined transport operation. To that end, the driver shall be allowed to contact the head office, the transport manager or any other person or entity which may provide additional justification on this discrepancy between provided evidence and actual operation.

deleted

Or. en

Justification

This provision removes the binding nature of the entire regulation on required evidence and contravenes an improvement of control options.

Amendment 211

Jakop Dalunde

Proposal for a directive

Article 1 – paragraph 1 – point 3 a (new)

Directive 92/106/EEC

Article 4

Text proposed by the Commission

Amendment

(3a) Article 4 is deleted.

Or. en

Amendment 212

Karoline Graswander-Hainz, Marita Ulvskog

Proposal for a directive

Article premier – paragraph 1 – point 3 a (new)

Directive 92/106/EEC

Article 4

Present text

All hauliers established in a Member State who meet the conditions of access to the occupation and access to the market for transport of goods between Member States shall have the right to carry out, in the context of a combined transport operation between Member States, initial and/or final road haulage legs which form an integral part of the combined transport operation and which may or may not include the crossing of a frontier.

Amendment

(3a) Article 4 is replaced by the following:

"All hauliers established in a Member State who meet the conditions of access to the occupation ***according to Regulation (EC) No 1071/2009*** and access to the market for transport of goods between Member States ***according to Regulation (EC) No 1072/2009*** shall have the right to carry out, in the context of a combined transport operation between Member States, initial and/or final road haulage legs which form an integral part of the combined transport operation and which may or may not include the crossing of a frontier, ***provided the points (b) and (c) of the first subparagraph of Article 3 (1) of Directive 96/71/EC relating to the posting of drivers and Chapter III of Regulation (EC) No 1072/2009 on Cabotage are applied***".

Or. fr

(<http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1520602658954&uri=CELEX:01992L0106-20130701>)

Justification

With regard to the discussions about amending several Regulations and Directives under Mobility Package I, clarifications are to be made in the existing Article 4: references to Regulations 1071/2009 and 1072/2009 are intended to ensure that initial and/or final road haulage legs in combined transport are covered by these Regulations; also, for the initial and/or final road haulage legs in combined transport the provisions on the posting of workers and on cabotage have to be applied.

Amendment 213
Renaud Muselier, Franck Proust

Proposal for a directive
Article premier – paragraph 1 – point 3 a (new)
Directive 92/106/EEC
Article 4

Present text

All hauliers established in a Member State who meet the conditions of access to the occupation and access to the market for transport of goods between Member States shall have the right to carry out, in the context of a combined transport operation between Member States, initial and/or final road haulage legs which form an integral part of the combined transport operation and which may or may not include the crossing of a frontier.

Amendment

(3a) Article 4 is replaced by the following:

All hauliers established in a Member State who meet the conditions of access to the occupation and access to the market for transport of goods between Member States ***laid down by Regulation (EC) No 1071/2009*** shall have the right to carry out, in the context of a combined transport operation between Member States, initial and/or final road haulage legs which form an integral part of the combined transport operation and which may or may not include the crossing of a frontier, ***in accordance with the conditions of the rules on access to the market laid down by Regulation (EC) No 1072/2009.***

Or. fr

(<https://eur-lex.europa.eu/legal-content/FR/TXT/HTML/?uri=CELEX:31992L0106&from=EN>)

Justification

The rules on cabotage should also apply to combined transport.

Amendment 214
Christine Revault d'Allonnes Bonnefoy

Proposal for a directive
Article premier – paragraph 1 – point 3 a (new)
Directive 92/106/EEC
Article 4

Present text

All hauliers established in a Member State who meet the conditions of access to the occupation and access to the market for transport of goods between Member States shall have the right to carry out, in the context of a combined transport operation between Member States, initial and/or final road haulage legs which form an integral part of the combined transport operation and which may or may not include the crossing of a frontier.

Amendment

(3a) Article 4 is replaced by the following:

All hauliers established in a Member State who meet the conditions of access to the occupation and access to the market for transport of goods between Member States **and in accordance with Article 8 of Regulation (EC) No 1072/2009^{1a} governing cabotage transport operations** shall have the right to carry out, in the context of a combined transport operation between Member States, initial and/or final road haulage legs which form an integral part of the combined transport operation and which may or may not include the crossing of a frontier.

^{1a} Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market.

Or. fr

(<https://eur-lex.europa.eu/legal-content/FR/TXT/PDF/?uri=CELEX:31992L0106&from=FR>)

Justification

This new amendment is intended to ensure that the rules on cabotage apply to road hauliers operating on road legs of a combined transport operation.

Amendment 215
Kosma Zlotowski

Proposal for a directive
Article 1 – paragraph 1 – point 3 a (new)
Directive 92/106/EEC
Article 4 a (new)

Text proposed by the Commission

Amendment

(3a) The following Article is inserted:

"Article 4a

Member States shall not apply Directive 96/71/EC and Directive 2014/67/EU to drivers in the road transport sector employed by undertakings referred to in Article 1(3)(a) of Directive 2006/22/EC, when performing the road haulage leg of combined transport as referred to in Article 4 of this Directive."

Or. en

Amendment 216

Elżbieta Katarzyna Łukacijewska, Andor Deli

Proposal for a directive

Article 1 – paragraph 1 – point 3 a (new)

Directive 92/106/EEC

Article 4a (new)

Text proposed by the Commission

Amendment

(3a) The following article is inserted:

"Article 4a

The undertakings carrying out a road leg, which is part of a combined transport operation as referred to in Article 1(1) of this Directive, shall be exempted from the scope of Directives 96/71/EC and 2014/67/EU."

Or. en

Justification

In order to facilitate shift from road transport to intermodal transport, additional incentives should be created. Therefore, intermodal transport operators should be excluded from posting Directive.

Amendment 217

Marie-Pierre Vieu

Proposal for a directive

Article premier – paragraph 1 – point 3 a (new)

Directive 92/106/EEC

Article 4 a (new)

Text proposed by the Commission

Amendment

(3a) The following article is inserted:

‘Article 4a

In order to ensure social protection for drivers and road transport workers operating in another Member State, the provisions on the posting of road transport workers must apply to workers on road legs of national and international combined transport operations without exception.’

Or. fr

Amendment 218

Lucy Anderson, Michael Detjen, Karoline Graswander-Hainz, Theresa Griffin, Marita Ulvskog, Nicola Caputo, Ismail Ertug

Proposal for a directive

Article 1 – paragraph 1 – point 3 a (new)

Directive 92/106/EEC

Article 4 a (new)

Text proposed by the Commission

Amendment

(3a) The following Article is inserted:

"Article 4a

Member States shall apply Directive 96/71/EC for the entire period of posting on their territory of drivers employed by road transport undertakings and which are carrying a road leg that is part of a combined transport operation."

Or. en

Amendment 219

Christine Revault d'Allonnes Bonnefoy

Proposal for a directive

Article premier – paragraph 1 – point 3 b (new)

Directive 92/100/EEC

Article 4 a (new)

Text proposed by the Commission

Amendment

(3b) The following article is inserted:

‘Article 4a

Member States shall apply Directives 96/71/EC and 2014/67/EU for the entire period of posting, to their territory, of drivers employed by undertakings in the road transport sector carrying out a road leg which is part of a combined transport operation as referred to in Article 1(1) of this Directive.’

Or. fr

Amendment 220

Marie-Pierre Vieu

Proposal for a directive

Article premier – paragraph 1 – point 3 b (new)

Text proposed by the Commission

Amendment

(3b) The following article is inserted:

‘Article 4b

Combined transport operations must scrupulously comply with the current legislation on cabotage on its road legs in order to avoid harmful competition with traditional cross-border road transport.’

Or. fr

Amendment 221

Maria Grapini

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 1

Text proposed by the Commission

(1) Member States shall submit to the Commission in the first instance by [xx/xx/xxxx - **18** months after transposition of the Directive] and every two years thereafter a report providing the following information related to the combined transport operations covered by this Directive on their territory:

Amendment

(1) Member States shall submit to the Commission in the first instance by [xx/xx/xxxx - **12** months after transposition of the Directive] and every two years thereafter a report providing the following information related to the combined transport operations covered by this Directive on their territory:

Or. ro

Amendment 222

Izaskun Bilbao Barandica

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 1

Text proposed by the Commission

1. Member States shall submit to the Commission in the first instance by [xx/xx/xxxx - **18** months after transposition of the Directive] and every **two years** thereafter a report providing the following information related to the combined transport operations covered by this Directive on their territory:

Amendment

1. Member States shall submit to the Commission in the first instance by [xx/xx/xxxx - **12** months after transposition of the Directive] and every **year** thereafter a report providing the following information related to the combined transport operations covered by this Directive on their territory:

Or. es

Amendment 223

Jakop Dalunde

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 1

Text proposed by the Commission

1. Member States shall submit to the Commission in the first instance by [xx/xx/xxxx - 18 months after transposition of the Directive] and every **two years** thereafter a report providing the following information related to the combined transport operations covered by this Directive on their territory:

Amendment

1. Member States shall submit to the Commission in the first instance by [xx/xx/xxxx - 18 months after transposition of the Directive] and every **year** thereafter a report providing the following information related to the combined transport operations covered by this Directive on their territory:

Or. en

Amendment 224

Izaskun Bilbao Barandica

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 1 – point a

Text proposed by the Commission

(a) national and cross-border transport network links used in combined transport operations;

Amendment

(a) national and cross-border transport network **corridors and** links used in combined transport operations;

Or. es

Amendment 225

Lucy Anderson, Theresa Griffin

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 1 – point b

Text proposed by the Commission

(b) the volume in twenty-foot equivalent unit (TEU) and in tonne kilometres of combined transport operations by type of operation (rail,

Amendment

(b) the **total and yearly** volume in twenty-foot equivalent unit (TEU) and in tonne kilometres of combined transport operations by type of operation (rail,

road/inland waterways, etc...) and by geographic coverage (national and intra-Union);

road/inland waterways, etc...) and by geographic coverage (national and intra-Union);

Or. en

Amendment 226
Jakop Dalunde

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 92/106/EEC
Article 5 – paragraph 1 – point c

Text proposed by the Commission

(c) the number and geographic coverage of terminals servicing combined transport operations and the yearly number of transhipments on those terminals;

Amendment

(c) ***the number of transhipments realised through bimodal technologies and geographic coverage of these transhipment points as well as*** the number and geographic coverage of terminals servicing combined transport operations and the yearly number of transhipments on those terminals;

Or. en

Amendment 227
Lucy Anderson, Theresa Griffin

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 92/106/EEC
Article 5 – paragraph 1 – point c

Text proposed by the Commission

(c) the number and geographic coverage of terminals servicing combined transport operations and the yearly number of transhipments on those terminals;

Amendment

(c) the number and geographic coverage of terminals servicing combined transport operations and the yearly number of transhipments on those terminals, ***including the types of operations and capacity used per terminal.***

Amendment 228

Lucy Anderson, Michael Detjen, Theresa Griffin, Miltiadis Kyrkos, Marita Ulvskog, Nicola Caputo

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 1 – point d

Text proposed by the Commission

(d) an overview of all national support measures used and envisaged, including their respective uptake and assessed **impact**.

Amendment

(d) an overview of all national support measures used and envisaged, including their respective uptake and assessed **contribution to the transition to cleaner modes of transport. Attention should also be paid to the impacts of this Directive on the functioning of the EU road haulage market, road safety, environmental and social standards, and on the enforcement of cabotage rules in accordance with regulation (EC) No 1072/2009.**

Amendment 229

Izaskun Bilbao Barandica

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 1 – point d

Text proposed by the Commission

(d) an overview of all national support measures used and envisaged, including their respective uptake and assessed impact.

Amendment

(d) an overview of all national support measures used and envisaged, including their respective uptake and assessed impact **on the use of combined transport and effect as regards social and environmental sustainability, bottlenecks, congestion, safety and efficiency.**

Amendment 230

Nicola Caputo

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) the origins and destinations, at NUTS 3 level, of freight flows on roads of the Trans-European Transport Network (TEN-T) defined in Regulation (EU) No 1315/2013 ^{1a};

^{1a} Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU Text with EEA relevance, (OJ L 348, 20.12.2013, p. 1–128).

Or. en

Justification

Member States shall collect, directly or via bodies they designate, information on road freight flows on major EU axes. While preserving the confidentiality of road hauliers' commercial information, such a measure would help design new combined transport services and foster modal shift.

Amendment 231

Nicola Caputo

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 2

Text proposed by the Commission

Amendment

2. *The Commission is empowered to adopt delegated acts in accordance with Article 10a supplementing this Directive by describing the content and details of the information on combined transport operations referred to in paragraph 1.* **deleted**

Or. en

Justification

The new reporting requirements are one of the key provisions of the proposal to revise this Directive. Therefore any amendment to these rules, which could affect sensitive information linked to commercial or security aspects, should be decided within the ordinary legislative procedure.

Amendment 232

Lucy Anderson, Theresa Griffin

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 92/106/EEC

Article 5 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. *On the basis of the information provided by Member States, the European Commission shall assess whether it is necessary to propose additional measures, including legislative ones.*

Or. en

Amendment 233

Jakop Dalunde

Proposal for a directive

Article 1 – paragraph 1 – point 4 a (new)

Directive 92/106/EEC

Article 6 – paragraph 1

Present text

1. Member States shall take the measures necessary to ensure that the taxes listed in paragraph 3 which are applicable to road vehicles (lorries, tractors, trailers or semi-trailers) when routed in combined transport are reduced or reimbursed either by a standard amount, or in proportion to the journeys that such vehicles undertake by rail, within limits and in accordance with conditions and rules they fix after consultation with the Commission.

Amendment

(4a) In Article 6, paragraph 1 is replaced by the following:

"1. Member States shall take the measures necessary to ensure that the taxes listed in paragraph 3 which are applicable to road vehicles (lorries, tractors, trailers or semi-trailers) when routed in combined transport are reduced or reimbursed either by a standard amount, or in proportion to the journeys that such vehicles undertake by rail, ***inland waterway or maritime transport (e.g. short sea shipping)***, within limits and in accordance with conditions and rules they fix after consultation with the Commission. ***The reductions of reimbursements referred to in the first paragraph shall be granted by the Member State in which the vehicles are registered, on the basis of the rail, inland waterway or maritime transport (e.g. short sea shipping) journeys effected within that State. Member States may, however, grant these reductions or reimbursements on the basis of the rail, inland waterway or maritime transport (e.g. short sea shipping) journeys which take place partially or wholly outside the Member State in which the vehicles are registered.***"

Or. en

(<http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1520602658954&uri=CELEX:01992L0106-20130701>)

Amendment 234
Wim van de Camp

Proposal for a directive
Article 1 – paragraph 1 – point 4 a (new)
Directive 92/106/EEC
Article 6 – paragraph 1

Present text

Amendment

1. Member States shall take the measures necessary to ensure that the taxes listed in paragraph 3 which are applicable to road vehicles (lorries, tractors, trailers **or** semi-trailers) when routed in combined transport are reduced or reimbursed either by a standard amount, or in proportion to the journeys that such vehicles undertake by rail, within limits and in accordance with conditions and rules they fix after consultation with the Commission.

(4a) In Article 6, paragraph 1 is replaced by the following:

"1. Member States shall take the measures necessary to ensure that the taxes listed in paragraph 3 which are applicable to road vehicles (lorries, tractors, trailers, semi-trailers, **inland waterways containers or multi-modal loading units**) when routed in combined transport are reduced or reimbursed either by a standard amount, or in proportion to the journeys that such vehicles undertake by rail **or inland waterway transport**, within limits and in accordance with conditions and rules they fix after consultation with the Commission."

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:31992L0106>)

Justification

Under the current text it is not possible to provide fiscal incentives for loading units not mentioned. This needs to be rectified in order to promote multimodal transport.

Amendment 235

Gabriele Preuß, Miltiadis Kyrkos, Lucy Anderson

Proposal for a directive

Article 1 – paragraph 1 – point 4 a (new)

Directive 92/106/EEC

Article 6 – paragraph 1

Present text

1. Member States shall take the measures necessary to ensure that the taxes listed in paragraph 3 which are applicable to road vehicles (lorries, tractors, trailers or semi-trailers) when routed in combined transport are reduced or reimbursed either by a standard amount, or in proportion to the journeys that such vehicles undertake by

Amendment

(4a) In Article 6 paragraph 1 is replaced by the following:

"1. Member States shall take the measures necessary to ensure that the taxes listed in paragraph 3 which are applicable to road vehicles (lorries, tractors, trailers or semi-trailers) when routed in combined transport are reduced or reimbursed either by a standard amount, or in proportion to the journeys that such vehicles undertake by

rail, within limits and in accordance with conditions and rules they fix after consultation with the Commission. The reductions of reimbursements referred to in the first paragraph shall be granted by the State in which the vehicles are registered, on the basis of the rail journeys effected within that State. Member States may, however, grant these reductions or reimbursements on the basis of the rail journeys which take place partially or wholly outside the Member State in which the vehicles are registered.

rail ***or inland waterways***, within limits and in accordance with conditions and rules they fix after consultation with the Commission. The reductions of reimbursements referred to in the first paragraph shall be granted by the State in which the vehicles are registered, on the basis of the rail ***or inland waterways*** journeys effected within that State. Member States may, however, grant these reductions or reimbursements on the basis of the rail ***or inland waterways*** journeys which take place partially or wholly outside the Member State in which the vehicles are registered."

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:31992L0106&from=EN>)

Amendment 236 **Jakop Dalunde**

Proposal for a directive
Article 1 – paragraph 1 – point 4 a (new)
Directive 92/106/EEC
Article 6 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(4a) In Article 6, after paragraph 1, the following paragraph 1 a is added:

1a) If the road leg of the combined transport operation is done commercially by cargo-bike, and if such cargo-bike operators or clients are paying associated taxes, these shall be reimbursed under the same conditions as in paragraph 1.

Or. en

Amendment 237 **Wim van de Camp**

Proposal for a directive

Article 1 – paragraph 1 – point 4 b (new)

Directive 92/106/EEC

Article 6 – paragraph 1 – subparagraph 2

Present text

The reductions of reimbursements referred to in the first paragraph shall be granted by the State in which the vehicles are registered, on the basis of the rail journeys effected within that State.

Amendment

(4b) In Article 6, paragraph 1, subparagraph 2 is replaced by the following:

"The reductions of reimbursements referred to in the first paragraph shall be granted by the State in which the vehicles are registered, on the basis of the rail **or inland waterway** journeys effected within that State."

Or. en

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:31992L0106>)

Justification

These fiscal incentives should also be extended to inland waterways in order to create a level playing field for combined transport.

Amendment 238

Wim van de Camp

Proposal for a directive

Article 1 – paragraph 1 – point 4 c (new)

Directive 92/106/EEC

Article 6 – paragraph 1 – subparagraph 3

Present text

Member States may, however, grant these reductions or reimbursements on the basis of the rail journeys which take place partially or wholly outside the Member State in which the vehicles are registered.

Amendment

(4c) In Article 6, paragraph 1, subparagraph 3 is replaced by the following:

"Member States may, however, grant these reductions or reimbursements on the basis of the rail journeys **or inland waterway** which take place partially or wholly outside the Member State in which the vehicles are registered."

(<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:31992L0106>)

Justification

These fiscal incentives should also be extended to inland waterways in order to create a level playing field for combined transport.

Amendment 239

Marie-Christine Arnautu

Proposal for a directive

Article premier – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4

Text proposed by the Commission

Where necessary for the achievement of the aim referred to in paragraph 8, Member States shall take the necessary measures to support investment in transshipment terminals as regards:

Amendment

Where necessary for the achievement of the aim referred to in paragraph 8, ***the Commission, in agreement with the*** Member States, shall take the necessary measures to support investment in transshipment terminals as regards :

Amendment 240

Olga Sehnalová

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4

Text proposed by the Commission

Where necessary for the achievement of the aim referred to in paragraph 8, Member States ***shall*** take the necessary measures to support investment in transshipment terminals as regards :

Amendment

Where necessary for the achievement of the aim referred to in paragraph 8, Member States ***may*** take the necessary measures to support investment in transshipment terminals as regards :

Amendment 241
Jakop Dalunde

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 4

Text proposed by the Commission

Where necessary for the achievement of the aim referred to in paragraph 8, Member States shall take the necessary measures to support investment in transshipment **terminals** as regards :

Amendment

Where necessary for the achievement of the aim referred to in paragraph 8, Member States shall take the necessary measures to support investment in **transport terminal as well as** transshipment **point** as regards :

Or. en

Amendment 242
Nicola Caputo

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 4

Text proposed by the Commission

Where necessary for the achievement of the aim referred to in paragraph 8, Member States shall take the necessary measures to support investment in transshipment terminals as regards :

Amendment

Where necessary for the achievement of the aim referred to in paragraph 8, Member States **and the Union, pursuant to Regulation (EU) No 1316/2013 ^{1b}**, shall take the necessary measures to support investment in transshipment terminals as regards :

^{1b} Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010 Text with EEA relevance, (OJ L 348, 20.12.2013, p. 129–

171).

Or. en

Justification

The article shall extend possible support measures to those currently being provided by the Union pursuant Regulation (EU) n°1316/2013 establishing the Connecting Europe Facility.

Amendment 243
Isabella De Monte

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 4 – point a

Text proposed by the Commission

(a) the **construction** and, where necessary, the **expansion** of **combined transport such** transshipment terminals;

Amendment

(a) the **expansion of existing combined transport transshipment terminals** and, where necessary, the **construction of new transshipment terminals. Investments should be preceded by impact assessments, to be analysed also in relation to current and potential traffic demand. Member States shall prioritise investment in** transshipment terminals **to reduce congestion on the roads, to alleviate the isolation of industrial areas which lack such infrastructure and to improve the accessibility and physical and digital connectivity of freight handling facilities.**

Or. it

Justification

An order of priority needs to be given as regards the public financing of investments in transshipment terminals and preliminary checks on, and an assessment of, freight traffic demand need to be carried out.

Amendment 244
Jakop Dalunde

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – point a

Text proposed by the Commission

(a) the construction and, where necessary, the expansion of such transshipment **terminals** for combined transport;

Amendment

(a) the construction and, where necessary, the expansion of such **transport terminals or the installation of** transshipment **points** for combined transport;

Or. en

Justification

Bimodal transshipment technologies are cheaper, more short term and much easier to install and need support. As an example see: <https://www.youtube.com/watch?v=9ugx87dSmBg>

Amendment 245

Izaskun Bilbao Barandica

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – point a

Text proposed by the Commission

(a) the construction and, where necessary, the expansion of combined transport **such** transshipment terminals;

Amendment

(a) the construction and, where necessary, the expansion of **such** combined transport transshipment terminals, **after an analysis has been made of the use of existing capacity before creating new infrastructure that could distort the market;**

Or. es

Amendment 246

Isabella De Monte

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – point b

Text proposed by the Commission

(b) the increase of operational efficiency in existing terminals.

Amendment

(b) the increase of operational efficiency in existing *transshipment* terminals, *enabling the establishment of a network of terminals in the Union commensurate with freight traffic demand, the relevance of which shall always be checked in advance, by supporting, inter alia, the automation of operations, the use of innovative freight handling systems and investments in digital logistics and information technologies to facilitate information flows.*

Or. it

Justification

A preliminary verification of freight traffic demand is needed, also when supporting investments to increase the operational efficiency of transshipment terminals, which should be pursued in particular through the use of technology.

Amendment 247

Nicola Caputo

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – point b

Text proposed by the Commission

(b) the increase of operational efficiency in existing terminals.

Amendment

(b) the increase of operational efficiency in existing terminals *by fostering, among other things, the integration of connected systems and the automation of operations as well as investment in digital logistics, information and communications technologies and intelligent transport systems.*

Amendment 248
Claudia Schmidt

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 4 – point b

Text proposed by the Commission

(b) the increase of operational efficiency in existing terminals.

Amendment

(b) the increase of operational efficiency in ***and access to*** existing terminals.

Or. en

Amendment 249
Jakop Dalunde

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 4 – point b a (new)

Text proposed by the Commission

Amendment

(ba) the promotion and increase of bimodal transshipment points.

Or. en

Amendment 250
Lucy Anderson, Theresa Griffin

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Amendment

Member States shall coordinate with neighbouring Member States and with the Commission and ensure that, when such measures are implemented, priority is given to ensuring a balanced and sufficient geographical distribution of suitable facilities in the Union, and notably on the TEN-T Core and Comprehensive networks, ***allowing that any location in the Union is not situated at a distance farther than 150 km from such terminal.***

Member States shall coordinate with neighbouring Member States and with the Commission and ensure that, when such measures are implemented, priority is given to ensuring a balanced and sufficient geographical distribution of suitable facilities in the Union, and notably on the TEN-T Core and Comprehensive networks.

Or. en

Amendment 251
Izaskun Bilbao Barandica

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Member States shall coordinate with neighbouring Member States and with the Commission and ensure that, when such measures are implemented, priority is given to ensuring a balanced and sufficient geographical distribution of suitable facilities in the Union, and notably on the TEN-T Core and Comprehensive networks, allowing that any location in the Union is not situated at a distance farther than 150 km from such terminal.

Amendment

Member States shall coordinate with neighbouring Member States and with the Commission and ensure that, when such measures are implemented, priority is given to ensuring a balanced and sufficient geographical distribution of suitable facilities in the Union, and notably on the TEN-T Core and Comprehensive networks, allowing that any location in the Union is not situated at a distance farther than 150 km ***as the crow flies*** from such terminal ***except in peripheral and outermost regions, where geographical constraints mean that this would be impossible or that investment in infrastructure would be excessive in relation to the Directive's objective of promoting a shift in goods transport from road to more environmentally friendly modes of transport.***

Or. es

Amendment 252

Marie-Christine Arnautu

Proposal for a directive

Article premier – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Member States shall coordinate with neighbouring Member States and with the Commission and ensure that, when such measures are implemented, priority is given to ensuring a balanced and sufficient geographical distribution of suitable facilities in the Union, and notably on the TEN-T Core and Comprehensive networks, allowing that any location in the Union is not situated at a distance farther than 150 km from such terminal.

Amendment

Member States shall coordinate with neighbouring Member States and with the Commission and ensure that, when such measures are implemented, priority is given to ensuring a balanced and sufficient geographical distribution of suitable facilities in the Union, and notably on the TEN-T Core and Comprehensive networks, allowing that any location in the Union is not situated at a distance farther than 150 km from such terminal, ***except where a derogation is granted.***

Or. fr

Amendment 253

Olga Sehnalová

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – subparagraph 3

Text proposed by the Commission

Member States shall ensure that the supported transshipment facilities are accessible to all operators without discrimination.

Amendment

Member States shall ensure that the supported transshipment facilities are accessible to all operators without discrimination, ***for a period of at least five years from their completion.***

Or. en

Amendment 254
Isabella De Monte

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 5

Text proposed by the Commission

Member States *may* take additional measures, to improve the competitiveness of combined transport operations as compared to equivalent alternative road transport operations.

Amendment

Member States *shall* take additional measures *of an economic and legislative nature*, to improve - *also through the use of technologies* - the competitiveness of combined transport operations as compared to equivalent alternative road transport operations.

Or. it

(This AM should be read after current AM 256)

Justification

This amendment seeks to further commit Member States to determining policies and measures to promote and develop combined transport, making it more efficient; those policies and measures should be both economic and legislative and should be pursued in particular through the use of technology.

Amendment 255
Izaskun Bilbao Barandica

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 4 – subparagraph 4

Text proposed by the Commission

Member States may establish additional conditions for the eligibility for the support.

Amendment

Member States may establish additional conditions for the eligibility for the support *that shall be forwarded to the Commission in advance.*

Or. es

Amendment 256

Maria Grapini

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 4 – subparagraph 4

Text proposed by the Commission

Member States may establish additional conditions for the eligibility for the support.

Amendment

Member States may establish additional conditions for the eligibility for the support ***provided that they have been made known to interested parties.***

Or. ro

Amendment 257

Claudia Schmidt, Herbert Dorfmann

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – Paragraph 5 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

Member States may take additional measures to support increased private investment in the development of terminals for combined transport.

Or. en

Amendment 258

Claudia Schmidt

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – Paragraph 5 a (new)

Text proposed by the Commission

Amendment

5 a. In order to reduce time and costs involved in combined transport

operations, additional measures shall be implemented as follows:

a) exempting hauliers from the infrastructure charges in the case of vehicles powered by alternative fuels as referred to in Article 2 of Directive 2014/94/EU; and

(b) exempting rail undertakings from the charges for the use of railway infrastructure; and

(c) exempting hauliers from the limitations imposed under national traffic bans.

Or. en

Amendment 259
Knut Fleckenstein

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 5a (new)

Text proposed by the Commission

Amendment

5 a. Such additional measures shall incentivise the use of non-road transport legs. Member states shall include measures for strengthening the competitiveness of waterborne transport, such as financial incentives for using short sea shipping routes or inland waterways or for the creation of new short sea links.

Or. en

Justification

Short sea shipping and transport using inland waterways should be included among the transport modes eligible for national incentives in a non-discriminatory manner.

Amendment 260
Isabella De Monte

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6 a. Support measures to combined transport shall be considered compatible with the internal market within the meaning of Article 107(3) TFEU and shall be exempted from the notification requirement of Article 108(3) TFEU, provided that they would not represent more than 35% of the entire operation.

Or. en

Amendment 261
Jakop Dalunde

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 92/106/EEC
Article 6 – paragraph 8

Text proposed by the Commission

Amendment

8. Member States shall ensure that support measures for combined transport operations aim at reducing the road freight and encourage the use of other modes of transport such as rail, inland waterways **and** maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion.;

8. Member States shall ensure that support measures for combined transport operations aim at reducing the road freight and encourage the use of other modes of transport such as rail, inland waterways, maritime transport **and cargo bikes** thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion.;

Or. en

Amendment 262

Marie-Christine Arnautu

Proposal for a directive

Article premier – paragraph 1 – point 5

Directive 92/106/EEC

Article 6 – paragraph 8

Text proposed by the Commission

8. Member States shall ensure that support measures for combined transport operations aim at reducing the road freight and encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion.;

Amendment

8. Member States, ***with financial support from the European Union***, shall ensure that support measures for ***international*** combined transport operations aim at reducing the road freight and encourage the use of other modes of transport such as rail, inland waterways and maritime transport, thereby reducing air pollution, greenhouse gas emissions, road traffic accidents, noise and congestion.;

Or. fr

Amendment 263

Jakop Dalunde

Proposal for a directive

Article 1 – paragraph 1 – point 6

Directive 92/106/EEC

Article 8

Text proposed by the Commission

(6) Articles 7 and 9 are deleted.

Amendment

(6) Articles 7, **8** and 9 are deleted.

Or. en

Amendment 264

Maria Grapini

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 92/106/EEC

Article 9a – paragraph 1

Text proposed by the Commission

Member States shall designate one or more competent authority to ensure the implementation of this Directive and to act as the main point of contact for its implementation.

Amendment

Member States shall designate one or more competent authority, ***in place at the time when this Directive is adopted***, to ensure the implementation of this Directive and to act as the main point of contact for its implementation.

Or. ro

Amendment 265

Izaskun Bilbao Barandica

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 92/106/EEC

Article 9a – paragraph 2

Text proposed by the Commission

2. Member States shall ensure that national competent authorities cooperate with the competent authorities from other member States. For such purpose, Member States shall ensure that competent authorities provide each other with the information necessary for the application of the present Directive. In respect of the information exchanged, the receiving authority shall ensure the same level of confidentiality as the originating authority.

Amendment

2. Member States shall ensure that national competent authorities cooperate with the competent authorities from other Member States ***and with the European Road Agency***. For such purpose, Member States shall ensure that competent authorities provide each other with the information necessary for the application of the present Directive. In respect of the information exchanged, the receiving authority shall ensure the same level of confidentiality as the originating authority.

Or. es

Amendment 266

Claudia Schmidt

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 92/106/EEC

Article 9a – paragraph 3

Text proposed by the Commission

Amendment

3. Member States shall publish in an easily accessible manner and free of charge the relevant information concerning the measures adopted pursuant Article 6, as well as other relevant information for the purposes of the application of the present Directive.

3. Member States shall publish in an easily accessible manner ***on the internet*** and free of charge the relevant information concerning the measures adopted pursuant Article 6, as well as other relevant information for the purposes of the application of the present Directive.

Or. en

Amendment 267
Claudia Schmidt

Proposal for a directive
Article 1 – paragraph 1 – point 7
Directive 92/106/EEC
Article 9a – paragraph 4

Text proposed by the Commission

4. The Commission shall publish and update, where necessary, the list of competent authorities referred to in paragraph 1, as well as a list of the measures referred to in Article 6.;

Amendment

4. The Commission shall publish ***on the internet*** and update, where necessary, the list of competent authorities referred to in paragraph 1, as well as a list of the measures referred to in Article 6.;

Or. en

Amendment 268
Maria Grapini

Proposal for a directive
Article 2 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by XXXXXX [***one year*** after adoption of the Directive.] at the latest. They shall immediately communicate the text of those measures to the Commission.

Amendment

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by XXXXXX [***two years*** after adoption of the Directive.] at the latest. They shall immediately communicate the text of those measures to the Commission.

Or. ro

Justification

New legislation will need to be drawn up and adopted in order to transpose this Directive into national law, and a period of one year is too short for the process of harmonising national legislation with that of the EU.