



2018/0140(COD)

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AMENDMENTS

27 - 103

Draft report

Claudia Schmidt

(PE629.586v01-00)

Electronic freight transport information

Proposal for a regulation

(COM(2018)0279 – C8-0191/2018 – 2018/0140(COD))

Amendment 27
Maria Grapini

Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) The efficiency of freight transport and logistics is vital for the competitiveness of the Union economy, the functioning of the internal market and the social and economic cohesion of all regions of the Union.

Amendment

(1) The efficiency of freight transport and logistics is vital for the **growth and** competitiveness of the Union economy, the functioning of the internal market and the social and economic cohesion of all regions of the Union.

Or. ro

Amendment 28
Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1 a) The purpose of this Regulation is to reduce the costs of processing transport information between authorities and economic operators, to improve the enforcement capabilities of the authorities and to encourage the digitalisation of the freight transport and logistics.

Or. en

Amendment 29
Merja Kyllönen

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) The movement of goods is accompanied by a large amount of information which is still exchanged in

Amendment

(2) The movement of goods is accompanied by a large amount of information which is still exchanged in

paper format, among businesses and between businesses and the public authorities. The use of paper documents represents a significant administrative burden for logistic operators.

paper format, among businesses and between businesses and the public authorities. The use of paper documents represents a significant administrative burden for logistic operators ***and related industries, e.g. trade and manufacturing.***

Or. en

Justification

Logistics companies depend on the data of the complete supply chain, because they have to transmit it to the authorities.

Amendment 30 **Rolandas Paksas**

Proposal for a regulation **Recital 2**

Text proposed by the Commission

(2) The movement of goods is accompanied by a large amount of information which is still exchanged in paper format, among businesses and between businesses and the public authorities. The use of paper documents represents a significant administrative burden for logistic operators.

Amendment

(2) The movement of goods is accompanied by a large amount of information which is still exchanged in paper format, among businesses and between businesses and the public authorities. The use of paper documents represents a significant administrative burden for logistic operators ***and related industries, e.g. trade and manufacturing.***

Or. en

Amendment 31 **Maria Grapini**

Proposal for a regulation **Recital 2**

Text proposed by the Commission

(2) The movement of goods is accompanied by a large amount of information which is still exchanged in paper format, among businesses and between businesses and the public

Amendment

(2) The movement of goods is accompanied by a large amount of information which is still exchanged in paper format, among businesses and between businesses and the public

authorities. The use of paper documents represents a significant administrative burden for logistic operators.

authorities. The use of paper documents represents ***an additional cost and*** a significant administrative burden for logistic operators, ***especially SMEs***.

Or. ro

Amendment 32

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) The movement of goods is accompanied by a large amount of information which is still exchanged in paper format, among businesses and between businesses and the public authorities. The use of paper documents represents a significant administrative burden for logistic operators.

Amendment

(2) The movement of goods is accompanied by a large amount of information which is still exchanged in paper format, among businesses and between businesses and the public authorities. The use of paper documents represents a significant administrative burden for logistic operators ***and a negative impact on environment***.

Or. en

Amendment 33

Jakop Dalunde

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) The absence of a uniform legal framework at Union level requiring public authorities to accept relevant freight transport information, required by legislation, in electronic form, is considered to be the main reason for the lack of progress towards the simplification and greater efficiency made possible by available electronic means. The lack of acceptance by public authorities of information in electronic form affects not only ease of communication between them

Amendment

(3) The absence of a uniform legal framework at Union level requiring public authorities to accept relevant freight transport information, required by legislation, in electronic form, is considered to be the main reason for the lack of progress towards the simplification and greater efficiency made possible by available electronic means. The lack of acceptance by public authorities of information in electronic form affects not only ease of communication between them

and operators but, indirectly, also hampers the development of simplified business-to-business electronic communication across the Union.

and operators but, indirectly, also hampers the development of simplified business-to-business electronic communication across the Union. ***The digitalisation of freight transport information would benefit the railway industry specifically, as this sector is currently lagging behind trucks and other forms of road freight transport.***

Or. en

Amendment 34
Maria Grapini

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) The absence of a uniform legal framework at Union level requiring public authorities to accept relevant freight transport information, required by legislation, in electronic form, is considered to be the main reason for the lack of progress towards the simplification and greater efficiency made possible by available electronic means. The lack of acceptance by public authorities of information in electronic form affects not only ease of communication between them and operators but, indirectly, also hampers the development of simplified business-to-business electronic communication across the Union.

Amendment

(3) The absence of a uniform legal framework at Union level requiring public authorities to accept relevant freight transport information, required by legislation, in electronic form, is considered to be the main reason for the lack of progress towards the simplification and greater efficiency made possible by available electronic means. The lack of acceptance by public authorities of information in electronic form affects not only ease of communication between them and operators but, indirectly, also hampers the development of simplified business-to-business electronic communication across the Union ***and will lead to an increase in administrative costs, especially for SMEs.***

Or. ro

Amendment 35
Merja Kyllönen

Proposal for a regulation
Recital 4

Text proposed by the Commission

Amendment

(4) Some areas of Union transport law require competent authorities to accept digitised information, but this concerns by far not all relevant Union legislation. It should be possible to use electronic means to make regulatory information on freight transport available to the authorities throughout the territory of the Union and in respect of all relevant phases of transport operations conducted within the Union. Furthermore, that possibility should apply to all regulatory information, in all transport modes.

(4) Some areas of Union transport law require competent authorities to accept digitised information, but this concerns by far not all relevant Union legislation. It should be possible to use electronic means to make regulatory information on freight transport available to the authorities throughout the territory of the Union and in respect of all relevant phases of transport operations conducted within the Union. Furthermore, that possibility should apply to all regulatory information, in all transport modes. ***Authorities should not only accept digitised information, but also make their own data digitally available provided that access to critical data is protected in the interest of the owner.***

Or. en

Amendment 36 **Maria Grapini**

Proposal for a regulation **Recital 4**

Text proposed by the Commission

(4) Some areas of Union transport law require competent authorities to accept digitised information, but this concerns by far not all relevant Union legislation. It should be possible to use electronic means to make regulatory information on freight transport available to the authorities throughout the territory of the Union and in respect of all relevant phases of transport operations conducted within the Union. Furthermore, that possibility should apply to all regulatory information, in all transport modes.

Amendment

(4) Some areas of Union transport law require competent authorities to accept digitised information, but this concerns by far not all relevant Union legislation. It should be possible to use electronic means to make regulatory information on freight transport available to the authorities throughout the territory of the Union and in respect of all relevant phases of transport operations conducted within the Union. Furthermore, that possibility should apply to all regulatory information, in all transport modes ***for the sake of more efficient controls and more rapid measures to counter infringements in this sector*** .

Or. ro

Amendment 37

Jakop Dalunde

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Some areas of Union transport law require competent authorities to accept digitised information, but this concerns by far not all relevant Union legislation. It should be possible to use electronic means to make regulatory information on freight transport available to the authorities throughout the territory of the Union and in respect of all relevant phases of transport operations conducted within the Union. Furthermore, that possibility should apply to all regulatory information, in all transport modes.

Amendment

(4) Some areas of Union transport law require competent authorities to accept digitised information, but this concerns by far not all relevant Union legislation. It should be possible to use electronic means to make regulatory information on freight transport available to the authorities throughout the territory of the Union, ***where it is not yet accepted***, and in respect of all relevant phases of transport operations conducted within the Union. Furthermore, that possibility should apply to all regulatory information, in all transport modes.

Or. en

Amendment 38

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Recital 5 a (new)

Text proposed by the Commission

Amendment

(5 a) Member States' competent authorities should also be able to submit to the economic operators concerned the request for the relevant regulatory information needed in electronic form.

Or. en

Amendment 39

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Recital 5 b (new)

(5 b) *The economic operators concerned should also be required to submit regulatory information electronically to Member States' competent authorities.*

Or. en

**Amendment 40
Kosma Zlotowski**

**Proposal for a regulation
Recital 6**

Text proposed by the Commission

(6) Since this Regulation is only intended to facilitate the provision of information, specifically, by electronic means, it should not affect the provisions of Union or national law determining the content of regulatory information and, in particular, should not impose any additional regulatory information requirements. While this Regulation is intended to allow compliance with regulatory information requirements through electronic means rather by means of paper documents, it should not otherwise affect the relevant Union provisions on requirements regarding the documents to be used for the structured presentation of the information in question. The provisions of Union legislation on shipments of waste containing procedural requirements for the shipments as should equally remain unaffected by this Regulation. This Regulation should also be without prejudice to the provisions on reporting obligations set out in Regulation (EU) No 952/2013 or in implementing or delegated acts adopted under its terms.

Amendment

(6) Since this Regulation is only intended to facilitate the provision of information ***between economic operators and administrative bodies***, specifically by electronic means, it should not affect the provisions of Union or national law determining the content of regulatory information and, in particular, should not impose any additional regulatory information requirements. While this Regulation is intended to allow compliance with regulatory information requirements through electronic means rather by means of paper documents, it should not otherwise affect the relevant Union provisions on requirements regarding the documents to be used for the structured presentation of the information in question. The provisions of Union legislation on shipments of waste containing procedural requirements for the shipments as should equally remain unaffected by this Regulation. This Regulation should also be without prejudice to the provisions on reporting obligations set out in Regulation (EU) No 952/2013 or in implementing or delegated acts adopted under its terms.

Or. pl

Amendment 41
Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Since this Regulation is **only** intended to facilitate the provision of information, specifically, by electronic means, it should not affect the provisions of Union or national law determining the content of regulatory information and, in particular, should not impose any additional regulatory information requirements. While this Regulation is intended to allow compliance with regulatory information requirements through electronic means rather by means of paper documents, it should not otherwise affect the relevant Union provisions on requirements regarding the documents to be used for the structured presentation of the information in question. The provisions of Union legislation on shipments of waste containing procedural requirements for the shipments as should equally remain unaffected by this Regulation. This Regulation should also be without prejudice to the provisions on reporting obligations set out in Regulation (EU) No 952/2013 or in implementing or delegated acts adopted under its terms.

Amendment

(6) Since this Regulation is intended to facilitate **and encourage** the provision of information, specifically, by electronic means, it should not affect the provisions of Union or national law determining the content of regulatory information and, in particular, should not impose any additional regulatory information requirements. While this Regulation is intended to allow compliance with regulatory information requirements through electronic means rather by means of paper documents, it should not otherwise affect the relevant Union provisions on requirements regarding the documents to be used for the structured presentation of the information in question. The provisions of Union legislation on shipments of waste containing procedural requirements for the shipments as should equally remain unaffected by this Regulation. This Regulation should also be without prejudice to the provisions on reporting obligations set out in Regulation (EU) No 952/2013 or in implementing or delegated acts adopted under its terms.

Or. en

Amendment 42
Merja Kyllönen

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6 a) In the foreseeable future, the application of this Regulation to regulatory information requirements set out in Union acts laying down the

conditions for the transport of goods on the territory of the Union in accordance with other provisions of the Treaty than Title VI of Part Three, should not be excluded.

Or. en

Amendment 43
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6 a) This Regulation should enable the development of a European Federative Platform in order to exchange and share easily the information.

Or. en

Amendment 44
Isabella De Monte

Proposal for a regulation
Recital 7

Text proposed by the Commission

Amendment

(7) The use of electronic means for the exchange of information in accordance with this Regulation should be organised in a way that ensures security ***and*** respects the confidentiality of sensitive commercial information.

(7) The use of electronic means for the exchange of information in accordance with this Regulation should be organised in a way that ensures security, respects the confidentiality of sensitive commercial information, ***reflects the complex reality of each mode of transport and duly considers the investments made by economic operators in adapting to existing mode-specific electronic solutions.***

Or. en

Justification

a "one-size-fits-all" approach would not reflect the complex reality of each mode of transport. Such approach would in fact impede the considerable investments made by economic operators in adapting to the electronic mode-specific solution currently in use.

Amendment 45

Maria Grapini

Proposal for a regulation

Recital 7

Text proposed by the Commission

(7) The use of electronic means for the exchange of information in accordance with this Regulation should be organised in a way that ensures security and respects the confidentiality of sensitive commercial information.

Amendment

(7) The use of electronic means for the exchange of information in accordance with this Regulation should be organised in a way that ensures security and respects the confidentiality of sensitive commercial information ***and personal data in line with GDPR provisions.***

Or. ro

Amendment 46

Maria Grapini

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) In order to enable operators to provide relevant information in electronic form in the same way in all Member States, it is necessary to rely on common specifications, to be adopted by the Commission. Those specifications should ensure data interoperability for the various data sets and subsets concerning the relevant regulatory information, and determine common procedures and detailed rules for access and processing of that information by the competent authorities.

Amendment

(8) In order to enable operators to provide relevant information in electronic form in the same way in all Member States, it is necessary to rely on common specifications, to be adopted by the Commission. Those specifications should ensure data interoperability for the various data sets and subsets concerning the relevant regulatory information, and determine common procedures and detailed rules for access and processing of that information by the competent authorities ***in line with GDPR provisions.***

Or. ro

Amendment 47
Merja Kyllönen

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11 a) Member States should ratify the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the Electronic Consignment Note.

Or. en

Justification

Consistency between EU law and international law will benefit Member States when carrying out road transport operations outside of the EU.

Amendment 48
Marie-Christine Arnautu

Proposal for a regulation
Article premier – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

1. This Regulation establishes a legal framework for the electronic communication of regulatory information related to the transport of goods on the territory of the Union. For that purpose, this Regulation:

1. This Regulation establishes a legal framework for the electronic communication of regulatory information related to the transport of goods, ***including loading and unloading operations***, on the territory of the Union. For that purpose, this Regulation:

Or. fr

Justification

Information concerning loading and unloading operations and the location thereof must be included in the legal framework of this Regulation to enable the authorities to ensure that cabotage rules are respected from one Member State to another and, in particular, that no Member State promotes its own road transport sector to the detriment of other Member States by breaching these rules.

Amendment 49

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 1 – paragraph 1 – introductory part

Text proposed by the Commission

1. This Regulation establishes a legal framework for the electronic communication of regulatory information related to the transport of goods on the territory of the Union. For that purpose, this Regulation:

Amendment

1. This Regulation establishes a legal framework for the electronic communication of regulatory information related to the transport of goods on the territory of the Union **and for the interoperability of this communication**. For that purpose, this Regulation:

Or. en

Amendment 50

Rolandas Paksas

Proposal for a regulation

Article 1 – paragraph 1 – introductory part

Text proposed by the Commission

1. This Regulation establishes a legal framework for the electronic communication of regulatory information related to the transport of goods **on the territory of the Union**. For that purpose, this Regulation:

Amendment

1. This Regulation establishes a legal framework for the electronic communication of regulatory information **directly or indirectly** related to the transport of goods. For that purpose, this Regulation:

Or. en

Amendment 51

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 1 – paragraph 1 – point a

Text proposed by the Commission

(a) lays down the conditions under which Member States' competent

Amendment

(a) lays down the conditions under which Member States' competent

authorities are required to accept regulatory information when made available electronically by economic operators concerned;

authorities are required to accept regulatory information when made available electronically by economic operators concerned ***and, where necessary, to provide electronic freight transport information to the economic operators concerned;***

Or. en

Amendment 52
Maria Grapini

Proposal for a regulation
Article 1 – paragraph 1 – point a

Text proposed by the Commission

(a) lays down the conditions under which Member States' competent authorities are required to accept regulatory information when ***made available*** electronically by economic operators concerned;

Amendment

(a) lays down the conditions under which Member States' competent authorities are required to accept regulatory information when ***provided*** electronically by economic operators concerned;

Or. ro

Amendment 53
Jakop Dalunde

Proposal for a regulation
Article 1 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) lays down the existing best practice on logistic information in order to organise freight transport in an environmentally effective way, including cargo pooling, green logistics, the optimisation of the digital cooperation of intermodal platforms, and the avoidance of empty runs.

Or. en

Amendment 54
Merja Kyllönen

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

Text proposed by the Commission

This Regulation applies to regulatory information requirements set out in Union acts laying down the conditions for the transport of goods on the territory of the Union in accordance with Title VI of Part Three of the Treaty, or laying down the conditions for the shipments of waste. In respect of the shipment of waste, this Regulation does not apply to controls by customs offices, as provided for in the applicable Union *provisionss*. The Union acts to which this Regulation applies and the corresponding regulatory information requirements are listed in part A of Annex I.

Amendment

This Regulation applies to regulatory information requirements set out in Union acts laying down the conditions for the transport of goods on the territory of the Union in accordance with Title VI of Part Three of the Treaty, ***regulatory information requirements for the transport of goods set out in international conventions applicable in the Union*** or laying down the conditions for the shipments of waste. In respect of the shipment of waste, this Regulation does not apply to controls by customs offices, as provided for in the applicable Union ***provisions***. The Union acts to which this Regulation applies and the corresponding regulatory information requirements are listed in part A of Annex I.

Or. en

Amendment 55
Jakop Dalunde

Proposal for a regulation
Article 1 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. As the overarching purpose of the Third Mobility Package is the implementation of clean mobility, and in accordance with Title I of Part One of the Treaty, the Commission shall compile a list of existing best practice examples of environmentally effective freight transport information systems that shall be available to inspire further-reaching policies from both Member State and Union-level.

Amendment 56
Kosma Zlotowski

Proposal for a regulation
Article 1 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. *The provisions of this Regulation shall be without prejudice to existing regulations on electronic means of regulatory information exchange, such as the European Maritime Single Window environment, and the measures established and applied by the relevant UN bodies, including ICAO and IMO, and through UN Conventions such as the eCMR.*

Or. pl

Amendment 57
Isabella De Monte

Proposal for a regulation
Article 1 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. *This Regulation shall not take prejudice with regards to existing and well-functioning means of electronic exchange of regulatory information, such as the European Maritime Single Window, and those means set up and in use by relevant UN bodies, including ICAO and IMO, through UN conventions, such as eCMR*

.

Or. en

Justification

It is important to preserve the well-functioning system of digital exchanges between economic operators and administrations currently in place, in order to avoid unnecessary and additional administrative burden.

Amendment 58

Marie-Christine Arnautu

Proposal for a regulation

Article 2 – paragraph 1 – point a

Text proposed by the Commission

(a) include a reference to any delegated or implementing acts adopted by the Commission, which establish new regulatory information requirements in relation to Union legal acts governing the transport of goods in accordance with Title VI of Part Three of the Treaty;

Amendment

(a) include a reference to any delegated or implementing acts adopted by the Commission, which establish new regulatory information ***declaration*** requirements in relation to Union legal acts governing the transport of goods in accordance with Title VI of Part Three of the Treaty;

Or. fr

Justification

These new requirements must be based on a declaratory act binding on economic operators.

Amendment 59

Merja Kyllönen

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(a a) incorporate additional provisions establishing regulatory information requirements of those Union Acts listed in Annex I;

Or. en

Amendment 60

Merja Kyllönen

PE630.437v01-00

Proposal for a regulation
Article 2 – paragraph 1 – point a b (new)

Text proposed by the Commission

Amendment

(a b) incorporate references to other Union legal acts governing the transport of goods in accordance with Title VI of Part Three of the Treaty or other parts of the Treaty, which establish regulatory information requirements;

Or. en

Amendment 61
Merja Kyllönen

Proposal for a regulation
Article 2 – paragraph 1 – point a c (new)

Text proposed by the Commission

Amendment

(a c) incorporate references to international conventions applicable in the Union establishing regulatory information requirements directly or indirectly related to the transport of goods.

Or. en

Amendment 62
Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation
Article 4 – title

Text proposed by the Commission

Amendment

4 Requirements for economic
optiterators concerned

4 Requirements for ***the*** economic
operators concerned
(There is a typo mistake in the EN version)

Or. en

Amendment 63
Marie-Christine Arnautu

Proposal for a regulation
Article 4 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Where economic operators concerned make regulatory information available electronically, they shall do so on the basis of data processed in a certified eFTI platform and, if applicable, by a certified eFTI service provider. The regulatory information shall be made available in machine-readable format and, at the request of the competent authority, in human-readable format.

Amendment

Where economic operators concerned make regulatory information available electronically, they shall do so on ***conclusion of the transport contract containing the mandatory declaratory elements of the consignment note***, on the basis of data processed in a certified eFTI platform and, if applicable, by a certified eFTI service provider. The regulatory information shall be made available in machine-readable format and, at the request of the competent authority, in human-readable format.

Or. fr

Justification

Once the consignment note (or waybill) contains all mandatory information from the moment of loading, the economic operators must enter this information on the database.

Amendment 64
Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation
Article 4 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Where economic operators concerned make regulatory information available electronically, they shall do so on the basis of data processed in a certified eFTI platform and, if applicable, by a certified eFTI service provider. The regulatory information shall be made available in machine-readable format and, at the request of the competent authority, in human-readable format.

Amendment

Economic operators concerned ***shall*** make regulatory information available electronically. They shall do so on the basis of data processed in a certified eFTI platform and, if applicable, by a certified eFTI service provider. The regulatory information shall be made available in machine-readable format and, at the request of the competent authority, in human-readable format.

Or. en

Amendment 65
Merja Kyllönen

Proposal for a regulation
Article 4 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Where economic operators concerned make regulatory information available electronically, they shall do so on the basis of data processed in **a certified** eFTI platform and, if applicable, by **a certified** eFTI service provider. The regulatory information shall be made available in machine-readable format and, at the request of the competent authority, in human-readable format.

Amendment

Where economic operators concerned make regulatory information available electronically, they shall do so on the basis of data processed in **an** eFTI platform **that fulfils the requirements of Article 8** and, if applicable, by **an** eFTI service provider **that fulfils the requirements of Article 9**. The regulatory information shall be made available in machine-readable format and, at the request of the competent authority, in human-readable format.

Or. en

Amendment 66
Jakop Dalunde

Proposal for a regulation
Article 4 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Where economic operators concerned make regulatory information available electronically, they shall do so on the basis of data processed in a certified eFTI platform **and, if applicable**, by a certified eFTI service provider. The regulatory information shall be made available in machine-readable format and, at the request of the competent authority, in human-readable format.

Amendment

Where economic operators concerned make regulatory information available electronically, they shall do so on the basis of data processed in a certified eFTI platform **and/or** by a certified eFTI service provider. The regulatory information shall be made available in machine-readable format and, at the request of the competent authority, in human-readable format.

Or. en

Amendment 67
Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 4 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Information in machine-readable format shall be made available via an authenticated and secure connection to the data source of an eFTI platform. Economic operators concerned shall communicate the Internet address via which the information can be accessed, together with any other elements that are necessary to allow the competent authority to uniquely identify the regulatory information.

Amendment

Information in machine-readable format shall be made available via an authenticated, ***interoperable*** and secure connection to the data source of an eFTI platform. Economic operators concerned shall communicate the Internet address via which the information can be accessed, together with any other elements that are necessary to allow the competent authority to uniquely identify the regulatory information.

Or. en

Amendment 68

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 5 – title

Text proposed by the Commission

Acceptance by competent authorities

Amendment

Acceptance ***and provision of regulatory information*** by competent authorities

Or. en

Amendment 69

Isabella De Monte

Proposal for a regulation

Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

If, at the entry into force of this Regulation, IT systems already exist through which economic operators already provide regulatory information, these systems shall remain valid.

Justification

Existing industry investments and tried-and-tested existing solutions must be safeguarded in order not to add burden on the administration and economic operators.

Amendment 70

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

Member States' competent authorities shall communicate with the economic operators concerned concerning regulatory information electronically.

Or. en

Amendment 71

Merja Kyllönen

Proposal for a regulation

Article 7 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

Existing, standardised data models and data sets identified in international conventions that are applicable in the Union shall be used as a reference for defining these common eFTI data, procedures and rules for access.

Or. en

Amendment 72

Rolandas Paksas

Proposal for a regulation

Article 7 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) common procedures and detailed rules for validating the identity of any natural person or legal entity issuing legally binding statements hereunder.

Or. en

Amendment 73

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 7 – paragraph 2

Text proposed by the Commission

Amendment

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).

deleted

Or. en

Amendment 74

Kosma Złotowski

Proposal for a regulation

Article 8 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

1. The eFTI platforms used for processing regulatory information ***shall provide functionalities that*** ensure that:

1. The eFTI platforms used for processing regulatory information ***should be subject to the general principles of technological neutrality as well as interoperability with existing electronic information exchange systems and should*** ensure that:

Or. pl

Amendment 75

Isabella De Monte

Proposal for a regulation

PE630.437v01-00

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Article 8 – paragraph 1 – introductory part

Text proposed by the Commission

1. The eFTI platforms used for processing regulatory information shall provide functionalities that ensure that:

Amendment

1. ***The eFTI platforms shall be governed by the general principles of technological neutrality as well as interoperability.*** The eFTI platforms used for processing regulatory information shall provide functionalities that ensure that:

Or. en

Justification

Technologies are constantly changing. In order for the Regulation to be future proof, eFTI platforms should be able to run on technologically neutral principles and ensure interoperability at the same time.

Amendment 76

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 8 – paragraph 1 – introductory part

Text proposed by the Commission

1. The eFTI platforms used for processing regulatory information shall provide functionalities that ensure that:

Amendment

1. ***The eFTI platforms shall be governed by the general principles of technological neutrality as well as interoperability.*** The eFTI platforms used for processing regulatory information shall provide functionalities that ensure that:

Or. en

Amendment 77

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 8 – paragraph 1 – point a

Text proposed by the Commission

(a) personal data ***can be*** processed in accordance with Regulation (EU) 2016/679;

Amendment

(a) personal data ***are*** processed in accordance with Regulation (EU) 2016/679;

Amendment 78

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 8 – paragraph 1 – point b

Text proposed by the Commission

(b) commercial data ***can be*** processed in accordance with Article 6;

Amendment

(b) commercial data ***is*** processed in accordance with Article 6;

Or. en

Amendment 79

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 8 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) eFTI platforms and the data contained therein are interoperable;

Or. en

Amendment 80

Kosma Złotowski

Proposal for a regulation

Article 8 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) a unique electronic identifying link can be established between the data processed and the physical shipment of a determined set of goods to which that data is related, from origin to destination, ***under the terms of a single transport contract, irrespective of the quantity or number of containers, packages, or pieces;***

(c) a unique electronic identifying link can be established between the data processed and the physical shipment of a determined set of goods to which that data is related, from origin to destination;

Amendment 81
Merja Kyllönen

Proposal for a regulation
Article 8 – paragraph 1 – point c

Text proposed by the Commission

(c) a unique electronic identifying link can be established between the data processed and the physical shipment of a determined set of goods to which that data is related, from origin to destination, under **the terms** of a single transport **contract**, irrespective of the quantity or number of containers, packages, or pieces;

Amendment

(c) a unique electronic identifying link can be established between the data processed and the physical shipment of a determined set of goods to which that data is related, from origin to destination, under **coverage** of a single transport **note**, irrespective of the quantity or number of containers, **swap bodies, pallets**, packages, or pieces;

Or. en

Justification

The term “single transport contract” can be interpreted in too many ways. It can be used to describe a clustered shipment, a subcontract or even a multimodal contract. Therefore it would be better to use “single consignment note” as usually all goods in a shipment for a certain customer go under one single consignment note. In addition, adding “swap bodies” and “pallets” is a more inclusive description of loading and packaging tools.

Amendment 82
Rolandas Paksas

Proposal for a regulation
Article 8 – paragraph 1 – point c

Text proposed by the Commission

(c) a unique electronic identifying link can be established between the data processed and the physical shipment of a determined set of goods to which that data is related, from origin to destination, under the terms of a single **transport contract**, irrespective of the quantity or number of containers, packages, or pieces;

Amendment

(c) a unique electronic identifying link can be established between the data processed and the physical shipment of a determined set of goods to which that data is related, from origin to destination, under the terms of a single **shipment**, irrespective of the quantity or number of containers, packages, or pieces;

Amendment 83

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 8 – paragraph 1 – point h

Text proposed by the Commission

(h) the data elements processed correspond to the common eFTI data set and subsets, and can be processed in any of the official languages of the Union.

Amendment

(h) the data elements processed correspond to the common eFTI data set and subsets, and can be processed in any of the official languages of the Union ***or co-official in a Member State.***

Or. en

Amendment 84

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 9 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(a a) data is interoperable

Or. en

Amendment 85

Merja Kyllönen

Proposal for a regulation

Article 9 – paragraph 1 – point b

Text proposed by the Commission

(b) data is stored and accessible for an appropriate period of time, in accordance with the relevant regulatory information requirements;

Amendment

(b) data is stored and accessible for an appropriate period of time ***while the goods are being transported,*** in accordance with the relevant regulatory information requirements;

Or. en

Justification

The information should only be accessible while a vehicle, train, ship, barge or plane is actually carrying the goods and is in motion.

Amendment 86

Maria Grapini

Proposal for a regulation

Article 9 – paragraph 1 – point b

Text proposed by the Commission

(b) data is stored and accessible for ***an appropriate period of time***, in accordance with the relevant regulatory information requirements;

Amendment

(b) data is stored and accessible for ***four years***, in accordance with the relevant regulatory information requirements;

Or. ro

Amendment 87

Marie-Christine Arnautu

Proposal for a regulation

Article 9 – paragraph 1 – point c

Text proposed by the Commission

(c) authorities have immediate access to regulatory information concerning a freight transport operation processed by means of their eFTI platforms, when this access is given to the authorities by an economic operator concerned;

Amendment

(c) authorities have immediate access to regulatory information concerning a freight transport operation processed by means of their eFTI platforms, when this access is given to the authorities by an economic operator concerned;
with regard to the posting of road transport drivers, the authorities may ask eFTI service providers for access to all transport operations, including cabotage operations between Member States, enabling them to verify the concordance between declared operations and the activities of drivers recorded on the tachograph;

Or. fr

Justification

Access to such information should enable authorities to detect unfair competition on the part of any economic operators who infringe posting and cabotage rules to the detriment of those who comply with them.

Amendment 88

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 9 – paragraph 1 – point c

Text proposed by the Commission

(c) authorities have immediate access to regulatory information concerning a freight transport operation processed by means of their eFTI platforms, when this access is given to the authorities by an economic operator concerned;

Amendment

(c) **competent** authorities have immediate access to regulatory information concerning a freight transport operation processed by means of their eFTI platforms, when this access is given to the authorities by an economic operator concerned;

Or. en

Amendment 89

Kosma Zlotowski

Proposal for a regulation

Article 9 – paragraph 1 – point c

Text proposed by the Commission

(c) authorities have **immediate** access to regulatory information concerning a freight transport operation processed by means of their eFTI platforms, when this access is given to the authorities by an economic operator concerned;

Amendment

(c) authorities have access to regulatory information concerning a freight transport operation processed by means of their eFTI platforms, when this access is given to the authorities by an economic operator concerned;

Or. pl

Amendment 90

Kosma Zlotowski

Proposal for a regulation

Article 9 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) the system for calculating all user tariffs is in line with the actual operating costs of the system in order to minimise the financial barriers to SMEs for using eFTI;

Or. pl

Amendment 91
Merja Kyllönen

Proposal for a regulation
Article 9 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. National authorities designated by the Member States may upon request assess whether the eFTI platform fulfils the requirements of Article 8 or whether the eFTI provider fulfils the requirements of Article 9.

Or. en

Amendment 92
Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation
Article 10 – paragraph 3

Text proposed by the Commission

Amendment

3. Member States shall maintain an updated list of the accredited conformity assessment bodies, and of the eFTI platforms and eFTI service providers certified by those bodies in accordance with Articles 11 and 12. They shall make that list publicly available on an official government Internet website. The list shall be ***regularly*** updated, ***and by the latest*** by 31 March each year.

3. Member States shall maintain an updated list of the accredited conformity assessment bodies, and of the eFTI platforms and eFTI service providers certified by those bodies in accordance with Articles 11 and 12. They shall make that list publicly available on an official government Internet website. The list shall be ***updated without delay each time a change to the information that it contains***

*occurs. In any event, the list shall be updated by 31 March each year **at the latest.***

Or. en

Amendment 93
Merja Kyllönen

Proposal for a regulation
Article 10 – paragraph 3

Text proposed by the Commission

3. Member States shall maintain an updated list of the accredited conformity assessment bodies, and of the eFTI platforms and eFTI service providers certified by those bodies in accordance with Articles 11 and 12. They shall make that list publicly available on an official government Internet website. The list shall be regularly updated, and by the latest by 31 March each year.

Amendment

3. Member States shall maintain an updated list of the accredited conformity assessment bodies, and of the eFTI platforms and eFTI service providers certified by those bodies ***or assessed by national authorities according to Article 9.*** in accordance with Articles 11 and 12. They shall make that list publicly available on an official government Internet website. The list shall be regularly updated, and by the latest by 31 March each year.

Or. en

Amendment 94
Kosma Złotowski

Proposal for a regulation
Article 10 – paragraph 3

Text proposed by the Commission

3. Member States shall maintain an updated list of the accredited conformity assessment bodies, and of the eFTI platforms and eFTI service providers certified by those bodies in accordance with Articles 11 and 12. They shall make that list publicly available on an official government Internet website. The list shall be regularly updated, and by the latest by 31 ***March*** each year.

Amendment

3. Member States shall maintain an updated list of the accredited conformity assessment bodies, and of the eFTI platforms and eFTI service providers certified by those bodies in accordance with Articles 11 and 12. They shall make that list publicly available on an official government Internet website. The list shall be regularly updated, and by the latest by 31 ***May*** each year.

Amendment 95
Kosma Zlotowski

Proposal for a regulation
Article 10 – paragraph 4

Text proposed by the Commission

4. By 31 **March** each year, Member States shall submit the lists referred to in paragraph 3 to the Commission, together with the address of the website where those lists have been published. The Commission shall publish a link to those website addresses on its official webpage.

Amendment

4. By 31 **May** each year, Member States shall submit the lists referred to in paragraph 3 to the Commission, together with the address of the website where those lists have been published. The Commission shall publish a link to those website addresses on its official webpage.

Amendment 96
Jakop Dalunde

Proposal for a regulation
Article 11 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. In order to ensure better EU-wide implementation and interoperability, IT-systems that are currently utilised by economic operators in the transport sector shall meet the functional requirements referred to in Article 8(1) and shall get certified as eFTI-platforms.

Amendment 97
Merja Kyllönen

Proposal for a regulation
Article 11 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Certification shall be performed in an independent manner to avoid distortions of competition. Compliance shall be ensured with existing, standardised platforms identified in international conventions that are applicable in the Union.

Or. en

Justification

Certification of solutions and platforms are required to ensure the compliance with the eCMR protocol, data security and interoperability of the eFTI data set. Certification should be independent and countries should not favour their own solution providers. Conditions for certification need to be predefined and commonly applicable within the EU. A clear definition of the “allowed/approved” variations of signature procedures and security standards, as well as a clear definition of “data” protection, is needed.

Amendment 98
Isabella De Monte

Proposal for a regulation
Article 13 – paragraph 4

Text proposed by the Commission

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.

Amendment

4. Delegated acts adopted in accordance with Article 2 shall apply from one year after their entry into force.

Or. en

Justification

Future changes to Annex 1 will introduce new regulatory requirements in the scope of the Regulation. For the sake of legal certainty and to allow both authorities and operators with sufficient time to take the new requirement into account, it is recommended to allow for one year of transition before the application of the amended versions of the Annex.

In order to effectively assess costs and benefits of each amendment, it is recommended to consult the sector representatives during the preparation of delegated acts.

Amendment 99

Kosma Zlotowski

**Proposal for a regulation
Article 13 – paragraph 4**

Text proposed by the Commission

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.

Amendment

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016, ***as well as experts representing economic operators and industry organisations, in order to ensure the implementation of this Regulation in an efficient way without generating additional costs for businesses.***

Or. pl

**Amendment 100
Isabella De Monte**

**Proposal for a regulation
Article 13 – paragraph 4 a (new)**

Text proposed by the Commission

Amendment

4 a. Before adopting a delegated act, the Commission shall ensure the consultation of the stakeholders concerned and their representative bodies in the appropriate fora, namely via the group of experts established by Commission Decision C(2018) 5921final of 13.09.2018 ('Digital Transport and Logistics Forum').

Or. en

**Amendment 101
Rolandas Paksas**

**Proposal for a regulation
Article 15 – paragraph 1**

Text proposed by the Commission

1. By [**five** years from the date of application of this Regulation] at the latest the Commission shall carry out an evaluation of this Regulation and present a report on the main findings to the European Parliament, the Council and the European Economic and Social Committee.

Amendment

1. By [**three** years from the date of application of this Regulation] at the latest the Commission shall carry out an evaluation of this Regulation and present a report on the main findings to the European Parliament, the Council and the European Economic and Social Committee.

Or. en

Amendment 102

Maria Grapini

Proposal for a regulation

Article 15 – paragraph 1

Text proposed by the Commission

1. By [**five** years from the date of application of this Regulation] at the latest the Commission shall carry out an evaluation of this Regulation and present a report on the main findings to the European Parliament, the Council and the European Economic and Social Committee.

Amendment

1. By [**four** years from the date of application of this Regulation] at the latest the Commission shall carry out an evaluation of this Regulation and present a report on the main findings to the European Parliament, the Council and the European Economic and Social Committee.

Or. ro

Amendment 103

Izaskun Bilbao Barandica, Pavel Telička

Proposal for a regulation

Article 17 – paragraph 2

Text proposed by the Commission

It shall apply from [OP insert **four** years from the entry into force].

Amendment

It shall apply from [OP insert **three** years from the entry into force].

Or. en