



EUROPEAN PARLIAMENT

2009 - 2014

---

*Committee on Transport and Tourism*

---

**2009/2095(INI)**

3.3.2010

# **AMENDMENTS**

## **1 - 99**

**Draft report**  
**Peter van Dalen**  
(PE431.002v01-00)

Strategic goals and recommendations for the EU's maritime transport policy  
until 2018  
(COM(2009)0008 – 2009/2095(INI))

AM\_Com\_NonLegReport

**Amendment 1**  
**Dominique Vlasto, Dominique Riquet**

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

*Motion for a resolution*

B. taking the view therefore that measures to preserve **a** thriving maritime sector in Europe are important **but must nonetheless be made in accordance with the rules governing the internal market,**

*Amendment*

B. taking the view therefore that **structural and integrated** measures to preserve **and develop the** thriving maritime sector in Europe are important; **whereas these measures must enhance the competitiveness of maritime transport and related sectors, integrating the requirements of sustainable development and fair competition,**

Or. fr

**Amendment 2**  
**Georgios Koumoutsakos**

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

*Motion for a resolution*

**B a. whereas attracting young people to maritime careers and keeping them in the profession is an absolute necessity, and the level of training for maritime professionals in Europe needs to be improved through the impending revision of the STCW Convention,**

*Amendment*

Or. el

**Amendment 3**  
**Dominique Vlasto, Dominique Riquet**

**Motion for a resolution**  
**Recital C**

*Motion for a resolution*

C. whereas maritime transport is a relatively environmentally sound mode of transport, which nonetheless still has much potential to become even cleaner than it already is,

*Amendment*

C. whereas maritime transport is a relatively environmentally sound mode of transport, which nonetheless still has much potential to become even cleaner than it already is; ***whereas it must participate in the efforts to combat climate change through a gradual reduction in the carbon footprint of vessels and port infrastructures,***

Or. fr

**Amendment 4**

**Dominique Vlasto, Dominique Riquet**

**Motion for a resolution**

**Recital D**

*Motion for a resolution*

D. whereas safety is ***very important for all concerned and for the environment,***

*Amendment*

D. whereas safety is ***of utmost importance for ports, ship owners, and seafarers on board and on shore; whereas safety measures must take into consideration protection of the coastal and marine environment and working conditions in ports and on board vessels,***

Or. fr

**Amendment 5**

**Spyros Danellis**

**Motion for a resolution**

**Recital D**

*Motion for a resolution*

D. whereas ***safety is very important*** for all concerned and for the environment,

*Amendment*

D. whereas ***piracy continues to pose a global threat, and traditional maritime safety considerations remain very***

*important* for all concerned and for the environment,

Or. en

**Amendment 6**  
**Knut Fleckenstein**

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

*Motion for a resolution*

*Amendment*

***D a. whereas climate change poses the greatest challenge for all European policy areas in the 21st century,***

Or. de

**Amendment 7**  
**Knut Fleckenstein**

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

*Motion for a resolution*

*Amendment*

***D b. whereas the European maritime industry is a leading global industry and this lead role can only, and must be, safeguarded in the long term through innovation,***

Or. de

**Amendment 8**  
**Knut Fleckenstein**

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

*Motion for a resolution*

*Amendment*

***E a. having regard to the ongoing criminal attacks on European fishing and commercial vessels and passenger ships in the Gulf of Aden, off the coast of Somalia and in international waters,***

Or. de

**Amendment 9**  
**Dominique Vlasto, Dominique Riquet**

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

*Motion for a resolution*

*Amendment*

***E a. whereas maritime transport contributes to the realisation of the Community objectives of territorial continuity and territorial cohesion; whereas, in order to guarantee territorial continuity, certain companies provide a service in the general interest that gives them the right to funding to enable them to finance this service and to guarantee fair competition on specific maritime routes; whereas this requirement has a significant impact on the organisation of the sector, ports and their links with the hinterland,***

Or. fr

**Amendment 10**  
**Silvia-Adriana Țicău**

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

*Motion for a resolution*

*Amendment*

***E a. whereas on 1 January 2007, the date on which Romania and Bulgaria joined the Union, the EU acquired direct access to the Black Sea, an area of significant geo-strategic importance as a result of its proximity to the Caspian Sea and to strategic partners of the EU, such as Russia, Ukraine, Turkey and Georgia,***

Or. ro

**Amendment 11**  
**Georgios Toussas**

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

*Motion for a resolution*

1. ***Welcomes the*** Communication from the Commission on maritime transport policy until 2018;

*Amendment*

***1. Rejects the policy, strategic guidelines and proposals contained in the*** Communication from the Commission on maritime transport policy until 2018, ***because their aim is to increase competition and the profits of the shipping monopolies and of capital generally, at the expense of the workers and the needs of the working class;***

Or. el

**Amendment 12**  
**Inés Ayala Sender**

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

*Motion for a resolution*

2. Stresses the importance of the maritime sector for the European economy as a

*Amendment*

2. Stresses the importance of the maritime sector for the European economy as a

carrier of passengers, raw materials and products but also as the core of a wider cluster of maritime activities such as logistics, research and education;

carrier of passengers, raw materials, **goods** and **energy** products but also as the core of a wider cluster of maritime activities such as **the naval industry**, logistics, research, **tourism, fisheries and aquaculture**, and education;

Or. es

**Amendment 13**  
**Georgios Toussas**

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

*Motion for a resolution*

3. Emphasises that the ***EU's maritime policy should take account of the fact that the maritime industry faces competition not only within the Community but above all globally;***

*Amendment*

3. Emphasises that the ***capitalist economic crisis which followed the previous boom period (September 2003 – July 2008) – a period of astronomical profits without historical precedent for ship owners – accelerated the tendency towards concentration and centralisation of capital in the maritime transport sector; that the anaemic and fragile recovery of the EU economy, in combination with surplus tonnage, intensifies intra-Union and international competition in maritime transport among the monopoly business groups, with painful consequences for dock workers and, generally, for workers in related sectors; also takes account of the fact that European shipping companies, while having their actual headquarters in, and managing their entire commercial fleets from, EU Member States, also operate as offshore companies, registering 60-80% of their ships in third countries under ‘flags of convenience’ and in ‘second registers’, thus securing tax havens while ruthlessly exploiting dock workers and increasing their profits. By these unacceptable means, the same European ship owners are making use of shipping registers in***



*third countries, and the only obligation for the offshore companies which they set up in those countries is to keep a PO box at a post office or bank and to bring in USD 10-50 000 in foreign exchange annually. Ship owners use this method to secure new privileges, state subsidies, tax exemptions, reductions in ships' complements, abolition of employer contributions to dock workers' insurance funds, etc.;*

Or. el

**Amendment 14**  
**Silvia-Adriana Țicău**

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

*Motion for a resolution*

3. Emphasises that the EU's maritime policy should take account of the fact that the maritime industry faces competition not only within the Community but above all globally;

*Amendment*

3. Emphasises that the EU's maritime policy should take account of the fact that the maritime industry faces competition not only within the Community but above all globally; *emphasises, too, the importance of the growth of the maritime transport, as part of the wider transport sector, both within and outside the European Union;*

Or. ro

**Amendment 15**  
**Jean-Paul Besset**

**Motion for a resolution**  
**Paragraph 3 a (new)**

*Motion for a resolution*

*Amendment*

*3 a. Hopes that the EU's maritime policies will henceforth be designed within the framework of a 'single European sea' and, consequently, calls on the*

***Commission to develop a European maritime transport policy as part of a common maritime area;***

Or. fr

**Amendment 16  
Jean-Paul Basset**

**Motion for a resolution  
Paragraph 3 b (new)**

*Motion for a resolution*

*Amendment*

***3 b. Urges the Commission to continue to combat abuses of flags of convenience and to look at the possibility of creating a European register;***

Or. fr

**Amendment 17  
Georgios Toussas**

**Motion for a resolution  
Paragraph 4**

*Motion for a resolution*

*Amendment*

4. Calls on EU Member States therefore to ***encourage the use of their flag, for example by providing fiscal facilities such as a tonnage tax and reduced taxation of seafarers;***

4. Calls on EU Member States therefore to ***abolish the outrageous tax exemptions and scandalous privileges enjoyed by shipping companies;***

Or. el

**Amendment 18  
Georgios Koumoutsakos**

**Motion for a resolution  
Paragraph 4**

*Motion for a resolution*

4. Calls on EU Member States therefore to encourage the use of their flag, for example by providing fiscal facilities such as a tonnage tax and **reduced taxation of seafarers**;

*Amendment*

4. Calls on EU Member States therefore to encourage the use of their flag, for example by providing fiscal facilities such as a tonnage tax **for ships and fiscal facilities for seafarers and ship owners**;

Or. el

**Amendment 19**  
**Knut Fleckenstein**

**Motion for a resolution**  
**Paragraph 4**

*Motion for a resolution*

4. Calls on EU Member States therefore to encourage the use of their flag, for example by providing fiscal facilities such as tonnage taxation and reduced taxation of seafarers;

*Amendment*

4. **Urges** EU Member States therefore to encourage the use of their flag **and the European maritime structures**, for example by providing fiscal facilities such as tonnage taxation and reduced taxation of seafarers;

Or. de

**Amendment 20**  
**Georgios Toussas**

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

*Motion for a resolution*

**4a. Emphasises that Council Regulation (EEC) No 3577/92<sup>1</sup> applying the principle of freedom to provide services to maritime transport within Member States (maritime cabotage), which abolished cabotage in**

---

<sup>1</sup> OJ L 364, 12.12.1992

*the interests of complete liberalisation of markets: caused freight charges and fares to soar, while state subsidies to ship owners increased tenfold within seven years (2003-2010); led to thousands of dismissals of dock workers; placed a serious burden on the environment by exempting shipping companies from the obligation to comply with international rules on environmental protection; created explosive social problems both for dock workers, who are experiencing serious unemployment, and for those living in island regions, e.g. in Greece, for whom the cost of living is inflated even more than it is for those living in mainland regions; caused an overall deterioration in coastal transport. The failure of Council Regulation (EEC) No 3577/92 proves the necessity of repealing it. The development of coastal transport using modern, safe ships, with low passenger fares and freight charges, to serve the needs, on a daily and annual basis, of workers and those living on islands and in remote regions, in conjunction with an increase in ships' complements, reduction in working hours, and satisfaction of dock workers' demands, is a basic priority for the working class;*

Or. el

**Amendment 21**  
**Dominique Vlasto, Dominique Riquet**

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

*Motion for a resolution*

5. Considers that, like any other sector of transport, the maritime sector ought in principle not to receive any State aid, although State aid may *exceptionally* be

*Amendment*

5. Considers that, like any other sector of transport, the maritime sector ought in principle not to receive any State aid, although *certain companies contribute to*

permitted for specific cases *provided that it is made available temporarily and in a transparent and comprehensible manner*;

*the realisation of general interest tasks* and State aid may be permitted for specific cases, *in accordance with the applicable legislation; notes that the Community rules on State aid must not prescribe links with the national flag that are too restrictive*;

Or. fr

**Amendment 22**  
**Inés Ayala Sender**

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

*Motion for a resolution*

5. Considers that, like *any other sector of transport*, the maritime sector *ought* in principle *not to receive any* State aid, although State aid may exceptionally be permitted for specific cases provided that it is made available temporarily and in a transparent and comprehensible manner;

*Amendment*

5. Considers that, like *any sector of the economy*, the maritime sector *must* in principle *be governed by the rules on* State aid, although State aid may exceptionally be permitted for specific cases provided that it is made available temporarily and in a transparent and comprehensible manner;

Or. es

**Amendment 23**  
**Georgios Koumoutsakos**

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

*Motion for a resolution*

*5a. Considers that the guidelines on State aid to shipping (which expire in 2011) must be retained and extended, since they have contributed substantially towards maintaining the international competitiveness of European shipping, towards its ability to successfully overcome the often unfair competition*

*Amendment*

*from third countries, and towards maintaining its leading position worldwide, and have therefore helped to support the economies of Member States;*

Or. el

**Amendment 24**  
**Jean-Paul Besset**

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

*Motion for a resolution*

*Amendment*

*5 a. Calls on the Commission to submit to the Council and to the European Parliament by June 2010 a list of the State aid provided in the last three years to European maritime transport companies and a breakdown of the market, as a percentage, between container line consortia and maritime conferences;*

Or. fr

**Amendment 25**  
**Knut Fleckenstein**

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

*Motion for a resolution*

*Amendment*

6. Calls on the Commission to submit the promised new rules on State aid by August 2010;

6. Calls on the Commission to submit the promised new rules on State aid *for maritime transport* by August 2010; *and further considers that the Commission should also submit the guidelines on State aid to sea ports as quickly as possible;*

Or. de

**Amendment 26**  
**Knut Fleckenstein**

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

*Motion for a resolution*

*Amendment*

***6 a. Underlines, in this context, that State aid should be used exclusively to support European maritime sectors that are committed to social standards, safeguarding jobs and the training of personnel in Europe;***

Or. de

**Amendment 27**  
**Knut Fleckenstein**

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

*Motion for a resolution*

*Amendment*

***7 a. Calls on the Commission to give greater consideration to maritime transport and its land-based structures during the forthcoming revision of the Community guidelines for the development of the trans-European transport network, in particular the multimodal linking of European sea ports with the hinterland;***

Or. de

**Amendment 28**  
**Knut Fleckenstein**

**Motion for a resolution**  
**Paragraph 7 b (new)**

*Motion for a resolution*

*Amendment*

**7b. Welcomes the Commission's proposal (COM(2009 11 ) of 21 January 2009 on reporting formalities for ships arriving in or departing from ports of the Member States of the Community, in order to simplify/reduce/eliminate administrative procedures for European short sea shipping; calls on the Commission to continue to support short sea shipping with a view to substantially increasing the performance capacities of maritime transport within the Community;**

Or. de

**Amendment 29  
Georgios Toussas**

**Motion for a resolution  
Paragraph 8**

*Motion for a resolution*

**8. Welcomes initiatives by Member States and the Commission *to make maritime occupations more attractive to young EU citizens; advocates, to this end, linking work and multiannual training in the maritime sector; advocates also that more information on the sector be provided at schools and that more traineeships be made available;***

*Amendment*

**8. Takes account of the initiatives by Member States and the Commission *in relation to the seafaring profession; notes that EU and national legislation follows the ship owners' desire for a cheap dock workforce, and promotes intensification of labour and exhausting working hours which, under EU legislation, may be as high as 72 hours a week, and the reduction of ships' complements and downgrading and reduction of inspections; notes that this policy has made the protection of human life at sea even more precarious, with the failure to adopt strict safety measures and rules, and increases the risks to the environment;***

Or. el



**Amendment 30**  
**Dominique Vlasto, Dominique Riquet**

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

*Motion for a resolution*

8. Welcomes initiatives by Member States and the Commission to make maritime occupations more attractive to young EU citizens; ***advocates, to this end, linking work and multiannual training in the maritime sector; advocates also that more information on the sector be provided at schools and that more traineeships be made available;***

*Amendment*

8. Welcomes initiatives by Member States and the Commission to make maritime occupations more attractive to young EU citizens; ***emphasises the need to provide lifelong learning and retraining for seafarers on shore and on board with a view to strengthening the professional qualifications and skills of the workforce and tackling the destruction of temporary posts or those linked to the introduction of new technologies; calls for the creation of European maritime qualifications adapted to the current needs of the sector;***

Or. fr

**Amendment 31**  
**Inés Ayala Sender**

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

*Motion for a resolution*

8. Welcomes initiatives by Member States and the Commission to make maritime occupations more attractive to young EU citizens; advocates, to this end, linking work and multiannual training in the maritime sector; advocates also that more information on the sector be provided at schools and that more traineeships be made available;

*Amendment*

8. Welcomes initiatives by Member States and the Commission to make maritime occupations more attractive to young EU citizens; advocates, to this end, linking work and multiannual training in the maritime sector ***at all levels***; advocates also that more information on the sector be provided at schools and that more traineeships be made available;

Or. es

**Amendment 32**  
**Knut Fleckenstein**

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

*Motion for a resolution*

8. Welcomes initiatives by Member States and the Commission to make maritime occupations more attractive to young EU citizens; advocates, to this end, linking work and multiannual training in the maritime sector; advocates also that more information on the sector be provided at schools and that more traineeships be made available;

*Amendment*

8. Welcomes initiatives by Member States and the Commission to make ***land-based and sea-based*** maritime occupations more attractive to young EU citizens; advocates, to this end, linking work and multiannual training in the maritime sector; advocates also that more information on the sector be provided at schools and that more traineeships be made available;

Or. de

**Amendment 33**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 8 a (new)**

*Motion for a resolution*

***8 a. Calls on Member States to improve lifelong learning facilities in the maritime sector and therefore increase employability prospects for seafarers within and outside EU fleets;***

*Amendment*

Or. en

**Amendment 34**  
**Georgios Koumoutsakos**

**Motion for a resolution**  
**Paragraph 8 a (new)**

*Motion for a resolution*

*Amendment*

**8 a. Calls on Member States, within the scope of international conventions such as the STCW Convention and the Maritime Labour Convention, 2006, to improve and modernise the existing training programmes with a view to further qualitative development of maritime colleges; at the same time, considers that setting a required minimum number of crew members for each category of ship (e.g. dry cargo carriers, tankers, LNG carriers, etc.), in conjunction with an improvement in working and living conditions on board, could contribute substantially towards reducing the problems and risks associated with fatigue;**

Or. el

**Amendment 35**  
**Georgios Koumoutsakos**

**Motion for a resolution**  
**Paragraph 8 b (new)**

*Motion for a resolution*

*Amendment*

**8 b. Calls on Member States to ratify the 2006 ILO Maritime Labour Convention;**

Or. el

**Amendment 36**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 8 b (new)**

*Motion for a resolution*

*Amendment*

**8 b. Calls on Member States to encourage the use of EU seafarers in their own fleets and to create enough facilities in order to prevent the migration of seafarers outside EU;**

Or. en

**Amendment 37**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 8 c (new)**

*Motion for a resolution*

*Amendment*

**8c. Welcomes the Commission's suggestion toward Member States to promote cooperation between European maritime institutions and encourage Member States to harmonise the respective curricula and training in order to promote and develop high qualification and advanced skills for the EU seafarers;**

Or. en

**Amendment 38**  
**Georgios Toussas**

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

*Motion for a resolution*

*Amendment*

**9. Stresses that seafarers from third countries must comply with satisfactory training requirements and calls on ship owners and national inspectorates to guarantee and enforce this, where necessary assisted by EMSA;**

**9. Notes with great concern that the policy of increasing the profitability of ship-owning business groups results in a drastic reduction in dock workers from EU Member States, with a corresponding increase in the number of dock workers**

*from third countries who work under deplorable conditions for very low wages; emphasises that while the number and tonnage of European shipping companies' vessels have increased, the mass expulsion of dock workers from EU Member States, and their replacement with a cheaper maritime workforce without wage, labour or social rights, continues; this tendency to reduce labour costs is, according to the EU's Common Maritime Policy and reports by international organisations, a crucial factor for enhancing the competitiveness and profitability of European shipping companies; for this reason, the expulsion of crews and officers from EU Member States continues with greater intensity; soaring unemployment, drastic curtailment of social benefits and the dire financial state of dock workers' insurance funds have dealt a severe blow to the standard of living of dock workers' families;*

Or. el

**Amendment 39**  
**Inés Ayala Sender**

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

*Motion for a resolution*

9. Stresses that seafarers ***from third countries must comply with*** satisfactory training ***requirements*** and calls on ship owners and national inspectorates to guarantee and enforce this, where necessary assisted by EMSA;

*Amendment*

9. Stresses that seafarers from third countries must ***have*** satisfactory training ***at all levels*** and calls on ship owners and national inspectorates to guarantee and enforce this, where necessary assisted by EMSA; ***reiterates its request for rapid ratification by the Member States of the ILO 2006 Maritime Labour Convention and early adoption of the Commission's proposal based on the industry agreement for incorporating its key elements in EU***

*law;*

Or. es

**Amendment 40**  
**Georgios Koumoutsakos**

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

*Motion for a resolution*

9. Stresses that seafarers from third countries must comply with satisfactory training requirements and calls on ship owners and national inspectorates to guarantee and enforce this, where necessary assisted by EMSA;

*Amendment*

9. Stresses that seafarers from third countries must comply with satisfactory training requirements ***in accordance with the STCW Convention*** and calls on ship owners and national inspectorates to guarantee and enforce this, where necessary assisted by EMSA;

Or. el

**Amendment 41**  
**Knut Fleckenstein**

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

*Motion for a resolution*

***9 a. Calls on the Commission, in this context, to review the mandate and working methods of the European Maritime Safety Agency;***

*Amendment*

Or. de

**Amendment 42**  
**Spyros Danellis**

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

*Motion for a resolution*

*Amendment*

**9 a. Recognises that the interest of EU citizens in seafaring professions could be strengthened by the introduction of rules improving working conditions on board ships, and calls on Member States to move towards ratification and enforcement of the ILO 2006 Maritime Labour Convention (MLC);**

Or. en

**Amendment 43**  
**Georgios Toussas**

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

*Motion for a resolution*

*Amendment*

10. Underlines ***that a reasonable balance between the employment conditions of EU seafarers and the competitiveness of the European fleet should be found in order to facilitate labour mobility in the maritime industries throughout Europe and to ensure a fully functioning internal market without barriers and without unjustified restrictions to provide services;***

10. Underlines ***the need for immediate ratification, and incorporation into the Member States' national law, of the Maritime Labour Convention ratified by the ILO General Conference on 23 February 2006, which sets the minimum requirements for securing the basic rights of dock workers; a particularly important issue is the incorporation into national legislation of Part B of the Convention, which is presented as non-mandatory, and the enforcement of International Convention 145 on continuous employment for dock workers, as well as the adoption of well-considered demands made by the dock workers' movement, such as an increase in ships' complements, the adoption of the 7-hour day and 5-day, 35-hour week, and***

*the rule on crew rotation (15 days on board and 15 days ashore for crews of vessels on internal voyages, and 4 months and 4 months respectively for crews of vessels on international voyages); underlines the need to enforce the protection rules that apply to seconded workers (minimum wage, annual leave, etc.) and dock workers;*

Or. el

**Amendment 44**  
**Dominique Vlasto, Dominique Riquet**

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

*Motion for a resolution*

10. Underlines that *a reasonable balance between the employment conditions of EU seafarers and the competitiveness of the European fleet should be found in order to facilitate labour mobility in the maritime industries throughout Europe and to ensure a fully functioning internal market without barriers and without unjustified restrictions to provide services;*

*Amendment*

10. Underlines that *the social dimension and the working conditions of EU seafarers are closely linked to the competitiveness of the European fleet, and that it is necessary to facilitate labour mobility in the maritime industries throughout Europe and to ensure a fully functioning internal market without barriers and without unjustified restrictions to provide services;*

Or. fr

**Amendment 45**  
**Spyros Danellis**

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

*Motion for a resolution*

10. Underlines *that a reasonable balance between the employment conditions of EU seafarers and the competitiveness of the European fleet should be found in order*

*Amendment*

10. Underlines *the need* to facilitate labour mobility in the maritime industries throughout Europe and to ensure a fully functioning internal market without



to facilitate labour mobility in the maritime industries throughout Europe and to ensure a fully functioning internal market without barriers and without unjustified restrictions to provide services;

barriers and without unjustified restrictions to provide services;

Or. en

**Amendment 46**  
**Georgios Toussas**

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

*Motion for a resolution*

*Amendment*

***10a. Stresses that the maritime training based on the STCW International Convention was used to downgrade maritime training and replace it with an ad hoc, superficial form of training, and to encourage the influx of a cheaper workforce from third countries, and that it has served only to increase the profits of the maritime business groups and private training companies; emphasises the need to substantially upgrade maritime training with the adoption of an international convention on crews and officers of ships, within the IMO framework, and also the need to recognise intermediate and higher maritime training as an equivalent level of training for related sectors on land;***

Or. el

**Amendment 47**  
**Knut Fleckenstein**

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

*Motion for a resolution*

*Amendment*

***10 a. Calls, in this context, for the ratification of the International Labour Organisation's 2006 Maritime Labour Convention by all Member States, in order to guarantee uniform and globally applicable social standards for seafarers;***

Or. de

**Amendment 48**  
**Dominique Vlasto, Dominique Riquet**

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

*Motion for a resolution*

*Amendment*

***10 a. Encourages the exchange of good practices in the area of employment conditions and social standards and encourages an improvement in living conditions on board vessels, particularly through the development of information and communication technologies, better access to healthcare, better safety standards and training to enable seafarers to cope with the risks inherent in their jobs;***

Or. fr

**Amendment 49**  
**Georgios Toussas**

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

*Motion for a resolution*

*Amendment*

***10 b. Underlines the need to increase ships' complements to cover all***

*specialisations (deck, engine room, supervision, accommodation), to ensure safety and the protection of human life at sea;*

Or. el

**Amendment 50**  
**Jean-Paul Besset**

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

*Motion for a resolution*

*Amendment*

*12 a. Underlines that the social rules governing maritime workers, as laid down by the ILO, must be respected;*

Or. fr

**Amendment 51**  
**Marian-Jean Marinescu**

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

*Motion for a resolution*

*Amendment*

*12 a. Calls on maritime port authorities to improve facilities for seafarers on ships waiting at anchor in roadsteads, including easier transportation facilities from ship to shore and vice versa;*

Or. en

**Amendment 52**  
**Dominique Vlasto, Dominique Riquet**

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

*Motion for a resolution*

13. Acknowledges that considerable progress ***is still possible*** with a view to reducing emissions of SO<sub>x</sub>, NO<sub>x</sub>, particulates (PM10) and CO<sub>2</sub>;

*Amendment*

13. Acknowledges that considerable progress ***must be made*** with a view to reducing emissions of SO<sub>x</sub>, NO<sub>x</sub>, particulates (PM10) and CO<sub>2</sub>; ***stresses that the sector will be unable to contribute to the fight against harmful emissions and climate change unless significant financial efforts are made to support public and private investment in research and development;***

Or. fr

**Amendment 53**  
**Knut Fleckenstein**

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

*Motion for a resolution*

13. Acknowledges that considerable progress is still possible with a view to reducing emissions of SO<sub>x</sub>, NO<sub>x</sub>, particulates (PM10) and CO<sub>2</sub> in shipping;

*Amendment*

13. Acknowledges that considerable progress is still possible with a view to reducing emissions of SO<sub>x</sub>, NO<sub>x</sub>, particulates (PM10) and CO<sub>2</sub> in shipping, ***and that this is necessary within the framework of the European Union's climate protection goals;***

Or. de

**Amendment 54**  
**Jean-Paul Besset**

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

*Motion for a resolution*

*Amendment*

***13 a. Urges the Commission to propose before the end of 2010 a system of 'maritime emissions trading schemes'***

*(METS), which would be used as an additional tool for the reduction of CO<sub>2</sub> emissions from maritime transport;*

Or. fr

**Amendment 55**  
**Jean-Paul Basset**

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

*Motion for a resolution*

14. Stresses that these reductions must be agreed in global fora in order to limit disparities in competitive conditions;

*Amendment*

14. Stresses that these reductions must be agreed in global fora in order to limit disparities in competitive conditions, ***but that this must not prevent the EU from taking initiatives aimed at further reductions in the fleets of its Member States, thereby encouraging the other continents to follow suit and helping them to become competitive in this area;***

Or. fr

**Amendment 56**  
**Werner Kuhn**

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

*Motion for a resolution*

14. Stresses that these reductions must be agreed in global fora in order to limit disparities in competitive conditions;

*Amendment*

14. Stresses that these reductions must be agreed in global fora in order to limit disparities in competitive conditions; ***draws attention in this context to the major disparities between short and long-distance sea shipping, which must be considered when reaching agreements in global fora;***

Or. de

**Amendment 57**  
**Dominique Vlasto, Dominique Riquet**

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

*Motion for a resolution*

14. Stresses that these reductions must be agreed *in global fora* in order to limit disparities in competitive conditions;

*Amendment*

14. Stresses that these reductions must be agreed *rapidly and implemented with binding force in the International Maritime Organisation* in order to limit disparities in competitive conditions;

Or. fr

**Amendment 58**  
**Dominique Vlasto, Dominique Riquet**

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

*Motion for a resolution*

15. Calls on Member States to make more use of the option – *where possible in conjunction with neighbouring countries* – of designating maritime emission control areas, *particularly for NO<sub>x</sub>*;

*Amendment*

15. Calls on Member States to make more use of the option of designating maritime emission control areas, particularly *within the framework of the Neighbourhood Policy; notes that the designation of these areas must be carried out on the basis of careful environmental and economic impact studies, particularly in order to avoid modal shifts from sea to road as a result of a short-term increase in the cost of maritime transport,*

Or. fr

**Amendment 59**  
**Werner Kuhn**

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

PE438.180v01-00

30/49

AM\801532EN.doc

*Motion for a resolution*

15. Calls on Member States to make more use of the option – where possible in conjunction with neighbouring countries – of designating maritime emission control areas, particularly for NO<sub>x</sub>;

*Amendment*

15. Calls on Member States to make more use of the option – where possible in conjunction with neighbouring countries – of designating maritime emission control areas, particularly for NO<sub>x</sub>; ***emphasises that the establishment of further maritime emission control areas must not lead to distortion of competition within Europe;***

Or. de

**Amendment 60**  
**Dominique Vlasto, Dominique Riquet**

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

*Motion for a resolution*

***15 a. Supports the measures that encourage modal shifts towards maritime transport with a view to easing congestion on major roads; invites the European Union and the Member States to create logistics platforms at ports, which are essential for developing intermodality and strengthening territorial cohesion; stresses that the international and Community rules must not hinder the efforts undertaken by the national authorities in this regard; hopes to see the rapid and extensive introduction, within the framework of the Union for the Mediterranean, of motorways of the sea, which will help to reduce both pollution and congestion in land networks;***

Or. fr

**Amendment 61**  
**Knut Fleckenstein**

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

*Motion for a resolution*

*Amendment*

***15 a. Supports in principle the amendments to Annex VI of the MARPOL Convention to reduce sulphur oxide and nitrogen oxide emissions from ships, adopted by the International Maritime Organisation in October 2008; is concerned, however, about a possible shift back from short sea transport to road haulage as a result of the introduction of the 0.1% sulphur limit, envisaged as of 2015, in the sulphur emission control areas in the North Sea and the Baltic Sea; therefore calls on the Commission to submit a relevant impact assessment to the European Parliament as swiftly as possible and by the end of 2010 at the latest;***

Or. de

**Amendment 62**  
**Dominique Vlasto, Dominique Riquet**

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

*Motion for a resolution*

*Amendment*

***15 b. Considers that all modes of transport, including maritime transport, must gradually internalise their external costs; believes that the introduction of this principle will generate funds that can subsequently be used primarily for efforts to encourage innovation;***

Or. fr



**Amendment 63**  
**Dominique Vlasto**

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

*Motion for a resolution*

*Amendment*

**16. Calls on the Commission and Member States also to work on alternative instruments such as the introduction of a levy on bunker fuel, preferably geared to the quality and environmental performance of the fuel, or the concept of 'green ports', where clean vessels are dealt with more quickly and/or pay reduced harbour dues;** *deleted*

Or. fr

**Amendment 64**  
**Werner Kuhn**

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

*Motion for a resolution*

*Amendment*

**16. Calls on the Commission and Member States also to work on alternative instruments such as the introduction of a levy on bunker fuel, preferably geared to the quality and environmental performance of the fuel, or the concept of 'green ports', where clean vessels are dealt with more quickly and/or pay reduced harbour dues;** *deleted*

Or. de

**Amendment 65**  
**Georgios Koumoutsakos**

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

*Motion for a resolution*

16. Calls on the Commission and Member States also to **work on alternative** instruments such as the introduction of a levy on bunker fuel, preferably geared to the quality and environmental performance of the fuel, or the concept of 'green ports', where clean vessels are dealt with more quickly and/or pay reduced harbour dues;

*Amendment*

16. Calls on the Commission and Member States also to **examine the rational viability, for shipping, of other** instruments such as the introduction of a levy on bunker fuel, preferably geared to the quality and environmental performance of the fuel, or the concept of 'green ports', where clean vessels are dealt with more quickly and/or pay reduced harbour dues; **recalls, however, the decision of the European Court of Justice in case C-18/09 concerning provisions on rebates and exemptions relating to harbour dues for ships contravening Regulation (EEC) No 4055/86 applying the principle of freedom to provide services to maritime transport between Member States and between Member States and third countries;**

Or. el

**Amendment 66**  
**Spyros Danellis**

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

*Motion for a resolution*

16. Calls on the Commission and Member States also to work on alternative instruments such as the introduction of a levy on bunker fuel, preferably geared to the quality and environmental performance of the fuel, or the concept of 'green ports', where clean vessels are dealt with more quickly and/or pay reduced harbour dues;

*Amendment*

16. Calls on the Commission and Member States also to work on, **and analyse the possible effects of,** alternative instruments such as the introduction of a levy on bunker fuel, or the concept of 'green ports', where clean vessels are dealt with more quickly and/or pay reduced harbour dues;

Or. en

**Amendment 67**  
**Werner Kuhn**

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

*Motion for a resolution*

*Amendment*

***16a. Calls on the Member States to work within IMO to set and implement appropriate and globally applicable environmental standards;***

Or. en

**Amendment 68**  
**Dominique Vlasto**

**Motion for a resolution**  
**Paragraph 17**

*Motion for a resolution*

*Amendment*

***17. Notes in this connection the breakthrough in inland shipping technology which has made it possible to reduce emissions substantially, and calls on the Commission to investigate whether these techniques can also be used in seagoing vessels;***

*deleted*

Or. fr

**Amendment 69**  
**Peter van Dalen**

**Motion for a resolution**  
**Paragraph 17**

*Motion for a resolution*

17. Notes in this connection the breakthrough in inland shipping technology which has made it possible to reduce emissions from existing ships' engines substantially, and calls on the Commission to investigate whether these techniques can also be used in seagoing vessels;

*Amendment*

17. Notes in this connection the breakthrough in inland shipping technology which has made it possible to reduce emissions from existing ships' engines substantially and ***the possible use of Liquid Natural Gas as fuel;*** calls on the Commission to investigate whether these techniques can also be used in seagoing vessels ***and how the implementation of these techniques can be accelerated;***

Or. en

**Amendment 70**

**Dominique Vlasto, Dominique Riquet**

**Motion for a resolution**

**Paragraph 18**

*Motion for a resolution*

18. Deplores the fact that the Copenhagen Climate Summit did not succeed in reaching any conclusions with regard to reducing emissions from seagoing vessels, but stresses that intensive efforts must continue, both in the post-Kyoto process and in the IMO, to agree global measures to bring about such reductions;

*Amendment*

18. Deplores the fact that the Copenhagen Climate Summit did not succeed in reaching any conclusions with regard to reducing emissions from seagoing vessels, but stresses that intensive efforts must continue, both in the post-Kyoto process and in the IMO, to agree global measures to bring about such reductions; ***invites the Commission to make every effort to ensure that the IMO receives a mandate with quantifiable reduction targets for maritime transport during the next international climate negotiations;***

Or. fr

**Amendment 71**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 18 a (new)**

*Motion for a resolution*

*Amendment*

***18 a. Calls on the European Union to lead this process at global level, notably in the IMO, to reduce the emissions from the maritime sector;***

Or. es

**Amendment 72**  
**Werner Kuhn**

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

*Motion for a resolution*

*Amendment*

19. Stresses the importance of interoperable technical facilities for the supply of electricity from shore to ship in European ports, which can considerably reduce pollution;

19. Stresses the importance of interoperable technical facilities for the supply of electricity from shore to ship in European ports, which can considerably reduce pollution; ***calls on the Commission to ascertain in which ports these facilities can be utilised efficiently;***

Or. de

**Amendment 73**  
**Jean-Paul Besset**

**Motion for a resolution**  
**Paragraph 19 a (new)**

*Motion for a resolution*

*Amendment*

***19 a. Stresses that, as part of its research and development policy, the Commission must give priority to innovation in the***

*area of renewable technologies for use on vessels, such as solar and wind technologies;*

Or. fr

**Amendment 74**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 19 a (new)**

*Motion for a resolution*

*Amendment*

*19 a. Calls on the European Commission to examine the potential for reducing and monitoring pollution by using intelligent technologies in the transport sector, notably Galileo;*

Or. es

**Amendment 75**  
**Vilja Savisaar**

**Motion for a resolution**  
**Paragraph 19 a (new)**

*Motion for a resolution*

*Amendment*

*19 a. Stresses the necessity to promote paper-free port and customs operations as well as to ease up cooperation between different service providers and consumers at the port, using different intelligent transport systems and networks such as SafeSeaNet and e-Custom, in order to speed up port operations and to reduce pollution;*

Or. en

**Amendment 76**  
**Silvia-Adriana Țicău**

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

*Motion for a resolution*

*Amendment*

***20 a. Underlines the importance of establishing, in all coastal Member States, European emergency response centres for maritime accidents;***

Or. ro

**Amendment 77**  
**Inés Ayala Sender**

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

*Motion for a resolution*

*Amendment*

21. Advocates stringent checks on shipbuilding, including the quality of the steel used, and vessel maintenance, as provided for *inter alia* in the amended legislation on classification societies;

21. Advocates stringent checks on shipbuilding, including the quality of the steel used, and vessel ***design and*** maintenance, as provided for *inter alia* in the amended legislation on classification societies;

Or. es

**Amendment 78**  
**Georgios Toussas**

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

*Motion for a resolution*

*Amendment*

***21 a. Notes with great concern that EU policy on the shipbuilding industry, and on privatisation of ports and port services, strengthens monopoly business groups in shipping and related sectors, inflicting a***

*serious blow to workers;*

Or. el

**Amendment 79**

**Silvia-Adriana Țicău**

**Motion for a resolution**

**Paragraph 23**

*Motion for a resolution*

23. Calls on Member States and ship owners to seek *to be placed as high as possible on the Paris MOU list*; calls on Slovakia, in particular, to make an extra effort in this regard;

*Amendment*

23. Calls on Member States and ship owners to seek *to be placed on the Paris MOU 'white list'*; calls on Slovakia, in particular, to make an extra effort in this regard;

Or. ro

**Amendment 80**

**Georgios Toussas**

**Motion for a resolution**

**Paragraph 24**

*Motion for a resolution*

24. *Calls on national inspectorates and other national authorities to cooperate more closely in exchanging data on vessels and their cargoes, so as to reduce regulatory pressure but increase the effectiveness of inspections;*

*Amendment*

24. *Emphasises that shipworthiness inspections by shipping registers and other authorised private companies have proven ineffective; notes, with concern, that superannuated, under-maintained vessels carry so-called certificates of shipworthiness and remain in operation, posing a risk to human life at sea and to the environment; particularly in the Mediterranean, following enforcement of Council Regulation (EEC) No 3577/92 and the abolition of cabotage, the number of superannuated, under-maintained, high-risk vessels has increased; underlines that to increase their effectiveness, inspections must be rigorous, frequent and exhaustively*



*thorough;*

Or. el

**Amendment 81**  
**Dominique Vlasto, Dominique Riquet**

**Motion for a resolution**  
**Paragraph 24**

*Motion for a resolution*

24. Calls on national inspectorates and other national authorities to cooperate more closely in exchanging data on vessels and their cargoes, so as to reduce regulatory pressure but increase the effectiveness of inspections;

*Amendment*

24. Calls on national inspectorates and other national authorities to cooperate more closely in exchanging data on vessels and their cargoes, so as to reduce regulatory pressure but increase the effectiveness of inspections; ***calls for the rapid introduction of an integrated information management system by using and strengthening the resources already available, especially SafeSeaNet; calls on the Commission to put in place as soon as possible an EU-wide cross-border and cross-sectoral surveillance system;***

Or. fr

**Amendment 82**  
**Georgios Toussas**

**Motion for a resolution**  
**Paragraph 25**

*Motion for a resolution*

25. Is aware ***of*** the danger of piracy on the high seas ***and calls on all ship owners to cooperate with government initiatives such as Atalanta which can protect them against piracy;***

*Amendment*

25. Is aware ***that*** the danger of piracy on the high seas ***cannot be combated by military means or with interventions at the expense of the sovereignty of third countries, but only by combating the social and economic causes – especially poverty, decline and the imperialist wars that cause and sustain it;***

**Amendment 83**  
**Dominique Vlasto, Dominique Riquet**

**Motion for a resolution**  
**Paragraph 25**

*Motion for a resolution*

25. Is aware of the danger of piracy on the high seas and calls on all ship owners to cooperate with government initiatives such as Atalanta which can protect them against piracy;

*Amendment*

25. Is aware of the danger of piracy on the high seas and calls on all ship owners to cooperate with government initiatives such as Atalanta which can protect them against piracy; *invites vessels sailing off the Horn of Africa to identify themselves by registering in advance on the Maritime Security Centre – Horn of Africa website; regrets that such acts of piracy hinder the free movement of merchant vessels operating legally on the high seas and pose a serious threat to navigation, mariners, fishermen and travellers, and more generally to the stability of the international maritime transport system; notes that the global approach to combating piracy cannot be limited to an international naval force but should form part of a comprehensive plan aimed at promoting peace and development in the area;*

**Amendment 84**  
**Georgios Koumoutsakos**

**Motion for a resolution**  
**Paragraph 25**

*Motion for a resolution*

25. Is aware of the danger of piracy on the high seas and calls on all ship owners to cooperate with government initiatives such

*Amendment*

25. Is aware of the danger of piracy on the high seas and calls on all ship owners to cooperate with government initiatives such

as Atalanta which can protect them against piracy;

as Atalanta which can protect them against piracy; *is also aware of the need for full and correct implementation by ships of the self-protection measures adopted by shipping organisations, through the Best Management Practices approved by the IMO;*

Or. el

**Amendment 85**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 25**

*Motion for a resolution*

25. Is aware of the danger of piracy on the high seas and calls on all ship owners to cooperate with government initiatives such as Atalanta which can protect them against piracy;

*Amendment*

25. Is aware of the danger of piracy on the high seas, *notably in the Horn of Africa area and the waters off the coast of Somalia*, and calls on all ship owners to cooperate with government initiatives such as Atalanta which can protect them against piracy;

Or. es

**Amendment 86**  
**Werner Kuhn**

**Motion for a resolution**  
**Paragraph 25**

*Motion for a resolution*

25. Is aware of the danger of piracy on the high seas and calls on all ship owners to cooperate with government initiatives such as Atalanta *which can protect them against piracy;*

*Amendment*

25. Is aware of the danger of piracy on the high seas and calls on all ship owners to cooperate with government initiatives such as Atalanta *and on the Member States to act vigorously on piracy;*

Or. en

**Amendment 87**  
**Georgios Koumoutsakos**

**Motion for a resolution**  
**Paragraph 25 a (new)**

*Motion for a resolution*

*Amendment*

***25 a. Underlines the need for coherent and coordinated action by the EU to combat the proliferation of acts of piracy against merchant ships in Africa and South-East Asia, using the possibilities afforded by the EU's external action and in particular by the Common Foreign and Security Policy, including development aid and the strengthening of cooperation with the UN, with the strategic aim of improving the political, economic and social conditions in countries which are sources of international piracy;***

Or. el

**Amendment 88**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 25 a (new)**

*Motion for a resolution*

*Amendment*

***25 a. Calls on the Commission and Member States to strengthen their cooperation among themselves and within the international context in order to protect seafarers, fishermen and passengers as well as the fleet crossing the Gulf of Aden as well as other regions with potential piracy threats;***

Or. en

**Amendment 89**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 25 a (new)**

*Motion for a resolution*

*Amendment*

***25 a. Welcomes the success of Operation Atalanta, the EU's first naval operation;***

Or. es

**Amendment 90**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 25 b (new)**

*Motion for a resolution*

*Amendment*

***25 b. Calls for this maritime surveillance and protection to be supplemented with actions on the ground to eradicate the phenomenon of piracy;***

Or. es

**Amendment 91**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 25 b (new)**

*Motion for a resolution*

*Amendment*

***25 b. Calls on the maritime and defence industry to develop as quickly as possible new models of speedboats designed for coastal police and intervention forces, equipped for prompt and efficient response in the event of highjacking, armed robbery and/or piracy in the high seas;***

**Amendment 92**  
**Dominique Vlasto, Dominique Riquet**

**Motion for a resolution**  
**Paragraph 27 a (new)**

*Motion for a resolution*

*Amendment*

***27 a. Underlines the need to speed up the modernisation and expansion of port infrastructure capacities in anticipation of the expected rise in the volume of goods transported by sea; points out that this will require huge investments, which will have to comply with transparent and fair financing rules in order to ensure fair competition among European ports; calls on the Commission to ensure a coherent regulatory framework in this regard;***

Or. fr

**Amendment 93**  
**Knut Fleckenstein**

**Motion for a resolution**  
**Paragraph 27 a (new)**

*Motion for a resolution*

*Amendment*

***27 a. Calls on the Commission to consider the communication on 'Strategic goals and recommendations for the EU's maritime transport policy until 2018' and this resolution as the basis for the forthcoming review of the Transport White Paper;***

Or. de

**Amendment 94**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 27 a (new)**

*Motion for a resolution*

*Amendment*

***27 a. Calls for a policy that promotes connections between ports and inland areas (dry ports and logistics platforms) in regions suffering from congestion; this policy should be incorporated in the TEN-T review;***

Or. es

**Amendment 95**  
**Dominique Vlasto, Dominique Riquet**

**Motion for a resolution**  
**Paragraph 27 b (new)**

*Motion for a resolution*

*Amendment*

***27 c. Underlines the economic and strategic importance of shipbuilding, which makes it possible to develop and use the new technologies applicable to vessels and to preserve crucial European skills that are needed to build new generations of vessels; calls for measures to support innovation, research and development, and training with a view to developing a competitive and innovative European shipbuilding industry;***

Or. fr

**Amendment 96**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 27 b (new)**

*Motion for a resolution*

*Amendment*

***27 b. Requests that it be obligatory in port modernisation and expansion projects to equip passenger terminals and new passenger ships with facilities for people with reduced mobility;***

Or. es

**Amendment 97**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 27 c (new)**

*Motion for a resolution*

*Amendment*

***27 c. Welcomes the initiative to develop a campaign to promote best practices among passenger transport and cruise ship operators in relation to passengers' rights;***

Or. es

**Amendment 98**  
**Inés Ayala Sender**

**Motion for a resolution**  
**Paragraph 27 d (new)**

*Motion for a resolution*

*Amendment*

***27 d. Calls on the Commission to take into account during the current TEN-T review the recommendations for the EU's maritime transport policy until 2018, notably those concerning the efficient integration of the motorways of the sea and inland waterway transport, as well as the integration of the network of ports of European interest as integrating nodes;***



**Amendment 99**  
**Knut Fleckenstein**

**Motion for a resolution**  
**Paragraph 28 a (new)**

*Motion for a resolution*

*Amendment*

***28 a. Calls on the Commission to draft a comparable strategy for European inland waterway transport and to coordinate it with the present strategy, in order to promote the development of an optimised transport chain between maritime freight transport and goods transport on inland waterways;***

Or. de