



EUROPEAN PARLIAMENT

2009 - 2014

Committee on Transport and Tourism

2010/2158(INI)

11.11.2010

AMENDMENTS

1 - 55

Draft opinion
Anna Rosbach
(PE450.692v01-00)

On the European Urban Agenda and its Future in Cohesion Policy

(2010/2158(INI))

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PE452.758v01-00

EN

United in diversity

EN

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Amendment 1
Joachim Zeller

Draft opinion
Paragraph A

Draft opinion

A. recalling that ***a lack of access to transport is often one factor in multiple deprivation areas*** and underlining the important impact transport can have on ***regional development*** and prosperity,

Amendment

A. recalling that ***mobility and transport are vital factors in urban development*** and underlining the important impact transport can have on ***the economy, environment*** and prosperity ***of an urban area,***

Or. de

Amendment 2
Inés Ayala Sender

Draft opinion
Paragraph A

Draft opinion

A. recalling that a lack of access to transport is often one factor in multiple deprivation areas and underlining the important impact transport can have on ***regional*** development and prosperity,

Amendment

A. recalling that a lack of access to transport is often one factor in multiple deprivation areas and underlining the important impact transport can have on ***the development and prosperity of a region and of its citizens,***

Or. es

Amendment 3
Vilja Savisaar-Toomast

Draft opinion
Paragraph A

Draft opinion

A. recalling that ***a lack of access to transport is often one factor in multiple***

Amendment

A. recalling that access to transport is ***vital for all European regions and cities and***

deprivation areas and underlining the important impact transport can have on regional development and prosperity,

underlining the important impact transport can have on regional development and prosperity *especially for remote areas*

Or. en

Amendment 4
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph A a (new)

Draft opinion

Amendment

Aa. whereas most transport intersections (in particular for the TEN-Ts) and intermodal hubs are located in urban areas, and whereas urban mobility plays a vital role in the smooth functioning of these strategic points, as regards the provision of both feeder services and intermodal links,

Or. fr

Amendment 5
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph A b (new)

Draft opinion

Amendment

Ab. whereas, in addition to objectives relating to the environment, traffic fluidity and energy performance, better overall transport performance is a key element of the EU 2020 strategy, in particular in urban areas, in which some 75% of EU citizens live and which account for 85% of EU GDP,

Or. fr

Amendment 6
Silvia-Adriana Țicău

Draft opinion
Paragraph 1

Draft opinion

1. Highlights the importance of an efficient, affordable and sustainable transport network in achieving lasting urban regeneration;

Amendment

1. Highlights the importance of an efficient, affordable and sustainable transport network in achieving lasting urban regeneration; ***and stresses the need to have a European approach and to integrate the electric vehicles into a smart pan-European grid able to use the energy produced locally from renewables energy sources;***

Or. en

Amendment 7
Joachim Zeller

Draft opinion
Paragraph 1

Draft opinion

1. Highlights the importance of an efficient, affordable and ***sustainable*** transport network ***in achieving lasting*** urban regeneration;

Amendment

1. Highlights the importance of an efficient, affordable and ***environment-friendly*** transport network ***for implementing sustainable*** urban regeneration;

Or. de

Amendment 8
Inés Ayala Sender

Draft opinion
Paragraph 1

Draft opinion

1. Highlights the importance of an efficient, affordable and sustainable

Amendment

1. Highlights the importance of an efficient, affordable and sustainable

transport network in achieving lasting urban regeneration;

transport network in achieving lasting urban regeneration; *calls for the implementation of the 35 steps mentioned in the Action plan on urban mobility, and for the recommendations made by the European Parliament in its resolution on that action plan of 23 April 2009 to be put into practice;*

Or. es

Amendment 9
Olga Sehnalová

Draft opinion
Paragraph 1

Draft opinion

1. Highlights the importance of an efficient, affordable and sustainable transport network in achieving lasting urban regeneration;

Amendment

1. Highlights the importance of an efficient, *safe*, affordable and sustainable transport network in achieving lasting urban regeneration *and points out that carefully considered regional and urban planning also forms an essential element in this, as a basic precondition for a well-functioning and sustainable transport system;*

Or. cs

Amendment 10
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph 1 a (new)

Draft opinion

1a. Points out that urban transport services are covered by the subsidiarity principle; emphasises, nevertheless, that European cooperation, coordination and funding would enable local authorities to meet the challenges they are facing, in particular in the area of transport;

Amendment 11
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1b. Emphasises the supporting role which cohesion policy, and the Structural Funds and Cohesion Fund, can play in fostering urban mobility; draws the Commission's attention to the importance of ensuring that urban areas in all parts of the EU can obtain such support, since the gravity of the problems specific to urban areas is not only linked to GDP;

Or. fr

Amendment 12
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph 1 c (new)

Draft opinion

Amendment

1c. Reiterates its endorsement of the principles set out in Parliament's resolution on an action plan on urban mobility (2008/2217(INI)) and welcomes the measures proposed by the Commission in the Action Plan on Urban Mobility (COM(2009)0490);

Or. fr

Amendment 13
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph 1 d (new)

Draft opinion

Amendment

1d. Calls on the Commission, in keeping with the subsidiarity principle and the differences between and characteristics specific to urban areas, to work to improve the coordination of transport and cohesion policies up to urban level, in cooperation with States, regions and local stakeholders, taking into account the objectives of social inclusion, safety, competitiveness and environmental protection; reiterates its call for an integrated approach to be made compulsory in the programming and selection of Structural Fund and Cohesion Fund projects;

Or. fr

Amendment 14
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph 1 e (new)

Draft opinion

Amendment

1e. Welcomes the Commission's intention, as stated in the fifth report on economic, social and territorial cohesion, to introduce an ambitious urban programme and take better account of urban areas in cohesion policy;

Or. fr

Amendment 15
Inés Ayala Sender

Draft opinion
Paragraph 2

Draft opinion

2. Strongly supports the use and promotion of integrated urban mobility plans (urban travel plans);

Amendment

2. Strongly supports the use and promotion of integrated urban mobility plans (urban travel plans), ***which must also include urban logistics plans for goods and services; urges the Commission to publish recommendations and guidance documents for drawing up these plans;***

Or. es

Amendment 16
Anna Rosbach

Draft opinion
Paragraph 2

Draft opinion

2. Strongly supports the use and promotion of integrated urban mobility plans (urban travel plans);

Amendment

2. Strongly supports the use and promotion of integrated urban mobility plans (urban travel plans) ***and regular connections to surrounding and rural areas;***

Or. en

Amendment 17
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph 2

Draft opinion

2. Strongly supports the use and promotion of integrated urban mobility plans (urban travel plans);

Amendment

2. Strongly supports the use and promotion of integrated urban mobility plans (urban travel plans); ***proposes that Community funding for urban transport projects should be made contingent on the existence of such plans;***

Or. fr

Amendment 18
Olga Sehnalová

Draft opinion
Paragraph 2

Draft opinion

2. Strongly supports the use and promotion of integrated urban mobility plans (urban *travel* plans);

Amendment

2. Strongly supports the use and promotion of integrated urban mobility plans (urban, *corporate and school mobility* plans) *taking account of key criteria such as safety and the impact on residents' quality of life, the environment and economic efficiency*;

Or. cs

Amendment 19
Vilja Savisaar-Toomast

Draft opinion
Paragraph 2

Draft opinion

2. Strongly supports the *use* and *promotion* of integrated urban mobility plans (urban travel plans);

Amendment

2. Strongly supports the *development* and *implementation* of integrated urban mobility plans (urban travel plans) *and encourages the optimisation of different modes of transport by improving urban planning*;

Or. en

Amendment 20
Spyros Danellis

Draft opinion
Paragraph 2

Draft opinion

2. Strongly supports the use and promotion of integrated urban mobility plans (urban travel plans);

Amendment

2. Strongly supports the use and promotion of integrated urban mobility plans (urban travel plans), *including plans for the*

development of soft traffic infrastructure (cycling paths, pedestrian zones, etc.) fully integrated with public transport.

Or. en

Amendment 21
Michael Cramer

Draft opinion
Paragraph 2

Draft opinion

2. Strongly supports the use and promotion of integrated urban mobility plans (*urban travel plans*);

Amendment

2. Strongly supports the use and promotion of integrated *sustainable* urban mobility plans (*SUMPs*), *that should be linked with EU co-funding of transport projects, be made mandatory for cities with more than 100 000 inhabitants and be in line with EU targets on CO2-emissions, oil consumption and road accident reduction up to 2020, as well as with EU environmental legislation*;

Or. en

Amendment 22
Inés Ayala Sender

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Points out the importance of ensuring that the urban mobility plans include road safety strategies that pay particular attention to the most vulnerable road users (children, the elderly, people with pushchairs, cyclists, etc.), as well as people's routes between their homes and their workplaces;

Or. es

Amendment 23
Inés Ayala Sender

Draft opinion
Paragraph 3

Draft opinion

3. Considers integrated ticketing to be vital for urban mobility and ***calls on*** the Commission to promote best practice with regard to existing schemes within the Union;

Amendment

3. Considers integrated ticketing ***at urban, inter-city and regional level*** to be vital for urban mobility, and ***urges*** the Commission to promote best practice with regard to existing schemes within the Union, ***and to put forward specific measures, where appropriate***;

Or. es

Amendment 24
Olga Sehnalová

Draft opinion
Paragraph 3

Draft opinion

3. Considers integrated ***ticketing*** to be vital for urban mobility and calls on the Commission to promote best practice with regard to existing schemes within the Union;

Amendment

3. Considers integrated ***transport systems*** to be vital for urban mobility and calls on the Commission to promote best practice with regard to existing schemes within the Union;

Or. cs

Amendment 25
Silvia-Adriana Țicău

Draft opinion
Paragraph 4

Draft opinion

4. Stresses the importance of public transport for deprived neighbourhoods and calls on the Commission and Member States to promote the exchange of best

Amendment

4. Stresses the importance of public transport for deprived neighbourhoods and calls on the Commission and Member States to promote the exchange of best

practice in this area;

practice in this area *and to find the best financial solutions in order to stimulate and help the local authorities in renewing the public fleet with greener, cleaner and safer vehicles*;

Or. en

Amendment 26
Inés Ayala Sender

Draft opinion
Paragraph 4

Draft opinion

4. *Stresses* the importance of public transport for deprived neighbourhoods and calls on the Commission and Member States to promote the exchange of best practice in this area;

Amendment

4. *Whereas the tendency towards urban sprawl is leading to increased demand for travel between urban centres and outlying areas, which is in turn adding to congestion and road safety problems; stresses* the importance of *accessible, high-quality, sustainable* public transport for *optimum urban mobility, with particular attention being paid to* deprived neighbourhoods and *persons with reduced mobility*; calls on the Commission and Member States to promote the exchange of best practice in this area;

Or. es

Amendment 27
Joachim Zeller

Draft opinion
Paragraph 4

Draft opinion

4. Stresses the importance of public transport for *deprived neighbourhoods* and calls on the Commission and Member States to promote the exchange of best practice in this area;

Amendment

4. Stresses the importance of public transport for *mobility and communication in urban areas* and calls on the Commission and Member States to promote the exchange of best practice in this area;

Amendment 28
Vilja Savisaar-Toomast

Draft opinion
Paragraph 4

Draft opinion

4. Stresses the importance of public transport for deprived neighbourhoods and calls on the Commission and Member States to promote the exchange of best practice in this area;

Amendment

4. Stresses the importance of **accessible** public transport **not only** for deprived neighbourhoods **but also for urban and suburban areas, conurbation and adjacent rural areas in order to answer the urban sprawl and** calls on the Commission and Member States to promote the exchange of best practice in this area;

Or. en

Amendment 29
Michael Cramer

Draft opinion
Paragraph 4

Draft opinion

4. Stresses the importance of public transport for deprived neighbourhoods and calls on the Commission and Member States to promote the exchange of best practice in this area;

Amendment

4. Stresses the importance of **intermodal mobility chains which link walking - cycling - public transport - carsharing - carpooling** for deprived neighbourhoods and calls on the Commission and Member States to promote the exchange of best practice in this area;

Or. en

Amendment 30
Peter van Dalen

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Points out that the use of fast, clean river boats can make a major contribution to reducing the ecological footprint of urban transport, and calls on the Commission and the Member States to encourage exchanges of best practices in this area.

Or. nl

**Amendment 31
Inés Ayala Sender**

**Draft opinion
Paragraph 4 a (new)**

Draft opinion

Amendment

4a. In this context, supports action to promote the most sustainable modes of urban public transport such as the underground, trams and vehicles with low CO₂ emissions, as well as other healthy, non-motorised modes of transport such as the bicycle; encourages local and regional authorities to upgrade their urban fleets with vehicles and modes of transport that are more environmentally friendly;

Or. es

**Amendment 32
Dominique Riquet, Dominique Vlasto**

**Draft opinion
Paragraph 4 a (new)**

Draft opinion

Amendment

4a. Emphasises that the density of urban areas makes them the locations which suffer most from and which generate the most congestion and air and noise

pollution; calls on the Commission to encourage the use of public transport as an alternative to the car in such areas;

Or. fr

Amendment 33
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph 4 ter (new)

Draft opinion

Amendment

4b. Calls on the Commission to implement the Leipzig Charter on Sustainable European Cities and to keep Parliament informed of developments;

Or. fr

Amendment 34
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph 5

Draft opinion

Amendment

5. Underlines the vital importance of transport infrastructure to the regions and cities of Europe and calls on the Commission to provide innovative financing solutions for its development;

5. Underlines the vital importance of transport infrastructure to the regions and cities of Europe and calls on the Commission to *optimise existing sources of funding and to* provide innovative financing solutions for its development;

Or. fr

Amendment 35
Inés Ayala Sender

Draft opinion
Paragraph 5

Draft opinion

5. Underlines the vital importance of transport infrastructure to the regions and cities of Europe and calls on the Commission to provide innovative financing solutions for its development;

Amendment

5. Underlines the vital importance of transport infrastructure to the regions and cities of Europe and calls on the Commission to provide innovative financing solutions for its development ***that are specifically designed to fit in with the economic and social cycle of cities;***

Or. es

Amendment 36
Olga Sehnalová

Draft opinion
Paragraph 5

Draft opinion

5. Underlines the vital importance of transport infrastructure to the regions and cities of Europe and calls on the Commission to provide innovative financing solutions for its development;

Amendment

5. Underlines the vital importance of ***safe*** transport infrastructure to the regions and cities of Europe and calls on the Commission to provide innovative financing solutions for its development, ***taking account of key criteria such as safety and the impact on residents' quality of life, the environment and economic efficiency;***

Or. cs

Amendment 37
Vilja Savisaar-Toomast

Draft opinion
Paragraph 5

Draft opinion

5. Underlines the vital importance of transport infrastructure to the regions and cities of Europe and calls on the Commission to provide innovative financing solutions for its development;

Amendment

5. Underlines the vital importance of transport infrastructure to the regions and cities of Europe and calls on the Commission to provide innovative financing solutions for its development

through pilot projects and development of networks like the SmartCities project.;

Or. en

Amendment 38
Michael Cramer

Draft opinion
Paragraph 5

Draft opinion

5. Underlines the vital importance of transport infrastructure to the regions and cities of Europe and calls on the Commission to provide innovative financing solutions for its development;

Amendment

5. Underlines the vital importance of ***sustainable*** transport infrastructure to the regions and cities of Europe and calls on the Commission to provide innovative financing solutions for its development, ***to allocate cohesion funds as follows: at minimum 40 % for rail projects, at maximum 20% for road projects and at minimum 15 % for walking-cycling projects;***

Or. en

Amendment 39
Anna Rosbach

Draft opinion
Paragraph 5

Draft opinion

5. Underlines the vital importance of transport infrastructure to the regions and cities of Europe and calls on the Commission to provide innovative financing solutions for its development;

Amendment

5. Underlines the vital importance of transport infrastructure to the regions and cities of Europe and calls on the Commission to provide innovative financing solutions for its development ***without disadvantaging the connections to the rural districts;***

Or. en

Amendment 40
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Emphasises that the vital role of public transport in the area of social cohesion must be taken into account in policies on investment, fare-setting and public service obligations, which specifically affect this form of transport, in order to safeguard equal access to employment, education and culture and prevent the formation of urban ghettos;

Or. fr

Amendment 41
Inés Ayala Sender

Draft opinion
Paragraph 5 b (new)

Draft opinion

Amendment

5b. Bearing in mind that cities form the main hubs of the trans-European transport networks and – as per Article 170 of the Treaty on the Functioning of the European Union – play a key role in territorial, economic and social cohesion, calls on the Commission, when the TEN-Ts next come under review, to clearly establish the links between these hub cities and their respective ports, airports and logistics centres;

Or. es

Amendment 42
Inés Ayala Sender

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Calls on the Commission to ensure, when the regulations on passengers' rights next come up for a cross-cutting review, that it looks at the possibility of broadening the scope of urban mobility rights, paying particular attention to groups of persons with reduced mobility, and involving relevant citizens' groups;

Or. es

Amendment 43
Silvia-Adriana Țicău

Draft opinion
Paragraph 6

Draft opinion

Amendment

6. Regards the economic crisis as an opportunity to focus transport policy on innovative and ecological transport modes as well as intelligent transport systems;

6. Regards the economic crisis as an opportunity to focus transport policy on innovative and ecological transport modes as well as intelligent transport systems; ***underlines that the application of ITS will make a significant contribution to improve the energy efficiency, safety and security of transport sector, and calls on the Commission and the Member States to ensure coordinated and effective deployment of ITS within the Union as a whole, and particularly in the urban areas;***

Or. en

Amendment 44
Inés Ayala Sender

Draft opinion
Paragraph 6

Draft opinion

6. **Regards** the economic crisis **as** an opportunity to focus transport policy on innovative and ecological transport modes as well as intelligent transport systems;

Amendment

6. **Takes the view that** the economic crisis **must be** an opportunity to focus transport policy on innovative and ecological transport modes as well as **interoperable** intelligent transport systems; **in this context, supports the CIVITAS Initiative and the Covenant of Mayors and calls on the Commission to ensure that the both initiatives will be updated in future to include actions to improve the way in which urban and inter-city transport is governed;**

Or. es

Amendment 45
Andreas Mölzer

Draft opinion
Paragraph 6

Draft opinion

6. **Regards** the economic crisis **as** an opportunity to focus transport policy on innovative and ecological transport modes as well as intelligent transport systems;

Amendment

6. **Considers that despite** the economic crisis **there is currently** an opportunity to focus transport policy on innovative and ecological transport modes as well as intelligent transport systems;

Or. de

Amendment 46
Silvia-Adriana Țicău

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6 a. Calls on the Commission, and the Member States to invest in Intelligent Transport Systems (ITS) which provide innovative services related to different modes of transport and traffic management, more coordinated and ‘smarter’ transport networks;

Or. en

**Amendment 47
Inés Ayala Sender**

**Draft opinion
Paragraph 6 a (new)**

Draft opinion

Amendment

6a. Expresses its disappointment that investment in transport has been curbed as a result of the economic crisis, undermining the notion of enhanced cohesion in the EU;

Or. es

**Amendment 48
Olga Sehnalová**

**Draft opinion
Paragraph 6 a (new)**

Draft opinion

Amendment

6a. in view of the proven, unequivocally positive influence of systematic support for non-motorised forms of transport in towns and cities, recommends further that particular attention be paid, in line with the impact on human health and the sustainable development of transport systems, to these forms of transport in urban areas;

Amendment 49
Inés Ayala Sender

Draft opinion
Paragraph 7

Draft opinion

7. Believes that cohesion policy has a great impact when it takes an integrated approach, including aspects such as transport, land use and energy efficiency;

Amendment

7. Believes that cohesion policy has a great impact when it takes an integrated approach, including aspects such as transport (*co-modality*), land use and energy efficiency;

Or. es

Amendment 50
Michael Cramer

Draft opinion
Paragraph 7

Draft opinion

7. Believes that cohesion policy has a great impact when it takes an integrated approach, including aspects such as transport, land use and energy efficiency;

Amendment

7. Believes that cohesion policy has a great impact when it takes an integrated approach, including aspects such as transport, land use and *nature protection, climate protection, noise reduction and* energy efficiency;

Or. en

Amendment 51
Vilja Savisaar-Toomast

Draft opinion
Paragraph 8

Draft opinion

8. Stresses the potential of the Cohesion Fund in the completion of the trans-

Amendment

deleted

European transport network programme but calls on Member States to make greater use of the resources available; strongly regrets the lack of clarity and information on the ongoing project implementation.

Or. en

Amendment 52
Peter van Dalen

Draft opinion
Paragraph 8

Draft opinion

8. Stresses the potential of the Cohesion Fund in the *completion of the trans-European transport network programme but calls on Member States to make greater use of the resources available*; strongly regrets the lack of clarity and information on the ongoing *project* implementation.

Amendment

8. Stresses the potential of the Cohesion Fund in *connection with the implementation of infrastructure projects, also in European urban areas; emphasises, however, the overriding importance of the subsidiarity principle in connection with the implementation of infrastructure projects in European urban areas*; strongly regrets the lack of clarity and information on the ongoing implementation *of infrastructure projects (co-)financed from the Cohesion Fund.*

Or. nl

Amendment 53
Dominique Riquet, Dominique Vlasto

Draft opinion
Paragraph 8

Draft opinion

8. Stresses the potential of the Cohesion Fund in the completion of the trans-European transport network programme but calls on Member States to make greater use of the resources available; strongly regrets the lack of clarity and information

Amendment

8. Stresses the potential of the *Structural Funds and of the* Cohesion Fund in the completion of the trans-European transport network programme, *in particular in urban areas*, but *deplores the lack of coordination between cohesion policy and*

on the ongoing project implementation.

transport policy; calls on Member States to make greater use of the resources available; strongly regrets the lack of clarity and information on the ongoing project implementation.

Or. fr

Amendment 54
Olga Sehnalová

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. Further notes the potential of the Cohesion Fund for possibly reducing the marked differences in road transport safety levels in towns and cities in the different Member States; in view of the number of deaths and injuries on the roads each year, considers that safety should be a criterion in planning, funding and other activities connected with sustainable mobility.

Or. cs

Amendment 55
Inés Ayala Sender

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. In addition to reiterating its previous calls for the TEN-T budget to be increased, calls on the Commission to use innovative, genuinely effective forms of funding for transport infrastructure and transport systems (European bonds, the ‘golden rule’, etc.);

Or. es

