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Committee on Industry, Research and Energy

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AMENDMENTS

1 - 413

Draft report
Mathieu Grosch
(PE469.845v01-00)

on the ‘Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system’
(2011/2096(INI))

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EN

United in diversity

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Amendment 1

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Citation 9

Motion for a resolution

– having regard to the Commission **communication** entitled ‘Action Plan on Urban Mobility’ (COM(2009)0490),

Amendment

– having regard to the Commission’s **communications** entitled ‘*the Citizens’ Network*’ (COM(1995)0601) and ‘Action Plan on Urban Mobility’ (COM(2009)0490),

Or. en

Amendment 2

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Citation 10 a (new)

Motion for a resolution

Amendment

- having regard to the Commission’s communication entitled ‘Towards fair and efficient pricing in transport’ of 1995 and whereas the Commission should republish its communication ‘transport and CO2’ COM(98)0204,

Or. en

Amendment 3

Nuno Teixeira

Motion for a resolution

Recital A

Motion for a resolution

A. whereas European transport policy

Amendment

A. whereas European transport policy

directly affects EU citizens in many situations in daily life, and a Single European Transport Area benefits them,

directly affects EU citizens in many situations in daily life, and a Single European Transport Area benefits them *and the EU's position in terms of its external dimension,*

Or. pt

Amendment 4
Bogdan Kazimierz Marcinkiewicz

Motion for a resolution
Recital A

Motion for a resolution

A. whereas European transport policy directly affects EU citizens in many situations in daily life, and a Single European Transport Area benefits them,

Amendment

A. whereas European transport policy directly affects EU citizens in many situations in daily life, and a Single European Transport Area benefits them *considerably,*

Or. pl

Amendment 5
Mara Bizzotto

Motion for a resolution
Recital A

Motion for a resolution

A. whereas European transport policy directly affects EU citizens in many situations in daily life, and a Single European Transport Area benefits them,

Amendment

A. whereas European transport policy directly affects EU citizens in many situations in daily life, and a Single European Transport Area *free of distortions to competition and social dumping* benefits them,

Or. it

Amendment 6

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Recital A a (new)

Motion for a resolution

Amendment

A a. whereas the future European transport and mobility policy should integrate the 20-20-20 targets up to 2020 as a primary basis for decision making within this field, particularly as the transport sector will be amongst the most severely hit by extreme weather conditions resulting from climate change and by unsustainable and increasingly expensive fossil and nuclear energy sources,

Or. en

Amendment 7

Ramon Tremosa i Balcells

Motion for a resolution

Recital B

Motion for a resolution

Amendment

B. whereas the transport sector is of major importance for the development of the European Union, its regions and its towns, as it accounts for some 5% of GDP, provides some 10 million jobs and is thus decisive for Europe's position as an industrial and economic centre,

B. whereas the transport sector is of major importance for the development of the European Union, its regions and its towns, as it accounts for some 5% of GDP, provides some 10 million jobs, **logistics services generated € 1 trillion annual revenue in 2008 in Europe** and is thus decisive for Europe's position as an industrial and economic centre,

Or. en

Amendment 8

Giommaria Uggias

Motion for a resolution

Recital B

Motion for a resolution

B. whereas the transport sector is of major importance for the development of the European Union, its regions and its towns, as it accounts for some 5% of GDP, provides some 10 million jobs and is thus decisive for Europe's position as an industrial and economic centre,

Amendment

B. whereas the transport sector is of major importance for the development of the European Union, its regions (***including island, isolated and ultraperipheral regions***) and its towns, as it accounts for some 5% of GDP, provides some 10 million jobs and is thus decisive for Europe's position as an industrial and economic centre,

Or. it

Amendment 9

Giommaria Uggias

Motion for a resolution

Recital B bis (new)

Motion for a resolution

Amendment

B bis. whereas transport policy plays a role in promoting economic, social and territorial cohesion in some areas, such as island regions, due to their specific characteristics,

Or. it

Amendment 10

Ramon Tremosa i Balcells

Motion for a resolution

Recital C

Motion for a resolution

Amendment

C. whereas transport can make a significant contribution to the EU 2020 Strategy, particularly with regard to employment,

C. whereas transport can make a significant contribution to the EU 2020 Strategy, particularly with regard to employment,

research, energy, innovation and the environment, bearing in mind that safety and environmental protection must be promoted more consistently under the strategy,

economic growth, research, energy, innovation and the environment, bearing in mind that safety and environmental protection must be promoted more consistently under the strategy,

Or. en

Amendment 11
Dieter-Lebrecht Koch

Motion for a resolution
Recital C

Motion for a resolution

C. whereas transport can make a significant contribution to the EU 2020 Strategy, particularly with regard to employment, research, energy, innovation and the environment, bearing in mind that safety and environmental protection must be promoted more consistently under the strategy,

Amendment

C. whereas transport can make a significant contribution to the EU 2020 Strategy, particularly with regard to employment, research, energy, innovation and the environment, bearing in mind that safety and environmental protection must be promoted more consistently under the strategy; ***specific activities must be synchronised and coordinated***,

Or. de

Amendment 12
Izaskun Bilbao Barandica

Motion for a resolution
Recital C

Motion for a resolution

C. whereas transport can make a significant contribution to the EU 2020 Strategy, particularly with regard to employment, research, energy, innovation and the environment, bearing in mind that safety and environmental protection must be promoted more consistently under the strategy,

Amendment

C. whereas transport can make a significant contribution to the EU 2020 Strategy, particularly with regard to employment, ***immigration***, research, energy, innovation and the environment, bearing in mind that safety and environmental protection must be promoted more consistently under the strategy,

Amendment 13
Izaskun Bilbao Barandica

Motion for a resolution
Recital C bis (new)

Motion for a resolution

Amendment

C bis. whereas better access to the territories is a priority of the European transport policy, strengthened by the Treaty of Lisbon, and taking into account the necessary principle of territorial cohesion,

Or. es

Amendment 14
Carlo Fidanza

Motion for a resolution
Recital C bis (new)

Motion for a resolution

Amendment

C bis. whereas improved transport for the regions is a priority of European transport policy, further strengthened by the Treaty of Lisbon and the need to take into account the principle of territorial cohesion,

Or. it

Amendment 15
Dominique Vlasto, Michel Dantin

Motion for a resolution
Recital C bis (new)

Motion for a resolution

Amendment

C bis. whereas improving the accessibility of the territories is a priority of European transport policy, further strengthened by the Treaty of Lisbon and the need to take into account the principle of territorial cohesion,

Or. fr

Amendment 16

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Recital D

Motion for a resolution

Amendment

D. whereas certain goals of the last White Paper were not reached, and the goals set should therefore be regularly checked and ***assessed***,

D. whereas certain goals of the last White Paper were not reached, and the goals set should therefore be regularly checked ***against achieved results and supported by policies designed, implemented and, if necessary, revised in such a way as to reach the agreed objectives; the urgency of their implementation needs to be emphasised***,

Or. en

Amendment 17

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Recital E

Motion for a resolution

Amendment

E. whereas carriers should not be competitors, but should complement one another ***in a context of efficient co-modality***, under the guiding principle of an

E. whereas carriers, should not ***solely*** be ***seen as*** competitors, but should ***also*** complement one another ***with a view to generating an efficient and welfare-***

efficient *modal distribution* of carriers,

maximising modal split and whereas public authorities should therefore discourage unnecessary transport and take the measures necessary to stimulate a shift of traffic towards the most sustainable modes of transport under the guiding principle of an efficient *allocation of transport operations amongst* carriers,

Or. en

Amendment 18
Zigmantas Balčytis

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

E a. whereas it is essential to ensure the successful development of the Trans-European Transport Network (TEN-T), effectively link the transport networks of all EU regions and eliminate the disparities between the levels of infrastructure development in the EU Member States,

Or. It

Amendment 19
Dieter-Lebrecht Koch

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

E a. whereas the targets for modal transfers cannot be achieved by legislation, but only by a functioning infrastructure, intrinsic advantages and strengths and incentives,

Amendment 20
Saïd El Khadraoui

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

E a. recognising that in urban areas a strategy of modal shift to public transport, cycling and walking is essential in order to tackle congestion and reduce pollution levels,

Amendment 21
Inés Ayala Sender

Motion for a resolution
Recital F

Motion for a resolution

Amendment

F. whereas the transport sector is subject to many ‘frontier effects’, which can often be easily remedied and should therefore all be reduced,

F. whereas the transport sector is subject to many *persistent historical and geographic obstacles (different track widths or the impregnable barriers of mountain ranges such as the Alps, the Pyrenees or the Carpathians) that produce* ‘frontier effects’, which can often be easily remedied and should therefore all be reduced,

Amendment 22
Luis de Grandes Pascual

Motion for a resolution

Recital F

Motion for a resolution

F. whereas the transport sector *is* subject to many ‘frontier effects’, which can often be easily remedied and should therefore all be reduced,

Amendment

F. whereas the transport sector ***and cross-border infrastructure are*** subject to many ‘frontier effects’, which can often be easily remedied and should therefore all be reduced,

Or. es

Amendment 23

Hubert Pirker

Motion for a resolution

Recital F a (new)

Motion for a resolution

Amendment

F a. whereas specific transposition measures are required for the development of the European transport policy, and thus in future, for the purposes of intelligent regulation in the European Union¹, the focus must also be very strongly directed at consistent transposition and monitoring,

¹ COM(2010)543 final

Or. de

Amendment 24

Zigmantas Balčytis

Motion for a resolution

Recital F a (new)

Motion for a resolution

Amendment

F a. whereas it is essential to ensure

efficient connections between the EU Member States and Europe's external borders,

Or. It

Amendment 25
Luis de Grandes Pascual

Motion for a resolution
Recital F a (new)

Motion for a resolution

Amendment

F a. whereas differences among regions in Europe (peripheral situation, infrastructure, landscape, population density, socio-economic situation) pose very different problems and need flexibility regarding solutions,

Or. en

Amendment 26
Michael Cramer, Eva Lichtenberger, Keith Taylor

Motion for a resolution
Recital G

Motion for a resolution

Amendment

G. whereas the *liberalisation* of transport markets should *go hand in hand with* quality services, training and employment,

G. whereas the *opening* of transport markets should *be conditional to the development of all the regulatory safeguards needed to guarantee that it will result in better* quality services, training and employment *conditions*,

Or. en

Amendment 27
Gesine Meissner

Motion for a resolution
Recital G

Motion for a resolution

G. whereas the liberalisation of transport markets should go hand in hand with quality services, training and employment,

Amendment

G. whereas the liberalisation of transport markets should go hand in hand with quality services, training and employment ***and it should be borne in mind with further proposals for market liberalisation that responsibility and risks are shared equally by all participants in the value-added chain,***

Or. de

Amendment 28
Georgios Koumoutsakos

Motion for a resolution
Recital H

Motion for a resolution

H. whereas the EU should set coherent standards for all carriers, with particular regard to safety, technology, environmental protection and working conditions, ***in order to call for them at global level also,***

Amendment

H. whereas the EU should set coherent standards for all carriers, with particular regard to safety, technology, environmental protection and working conditions, ***while taking into account that for sectors where global rules de facto apply, effective regulation can be achieved through the relevant international fora,***

Or. en

Amendment 29
Bogdan Kazimierz Marcinkiewicz

Motion for a resolution
Recital H

Motion for a resolution

H. whereas the EU should set coherent standards for all carriers, with particular regard to safety, technology, environmental protection and working conditions, in order to call for them at global level also,

Amendment

H. whereas the EU should set coherent standards for all carriers, with particular regard to safety, technology, environmental protection and working conditions, in order to call for them at global level also, ***while at the same time maintaining full market harmonisation,***

Or. pl

Amendment 30
Dominique Vlasto, Michel Dantin

Motion for a resolution
Recital H

Motion for a resolution

H. whereas the EU should set coherent standards for all carriers, with particular regard to safety, technology, environmental protection and working conditions, ***in order to call for them*** at global level also,

Amendment

H. whereas the EU should set coherent standards for all carriers, with particular regard to safety, technology, environmental protection and working conditions, ***based on international standards, and*** at global level also, ***in the absence of global regulation,***

Or. fr

Amendment 31
Izaskun Bilbao Barandica

Motion for a resolution
Recital H bis (new)

Motion for a resolution

H bis. whereas there is still no effective authority in the internal market and it is necessary to create a genuine Single European Transport Area, eliminating all of the barriers between transport modes

Amendment

and national systems, simplifying the integration process and facilitating the emergence of multinational and multimodal operators. In order to avoid distortions, the strategy must ensure consistency and monitoring of the implementation of the provisions as regards the social aspects, safety, environmental protection, and minimum service standards and users' rights, paying special attention to the disabled,

Or. es

Amendment 32
Bendt Bendtsen, Anne E. Jensen

Motion for a resolution
Recital H a (new)

Motion for a resolution

Amendment

H a. stresses the positive experiences several Member States have with the use of the European Modular System, that this is a sustainable road transport solution which contributes to a higher energy efficiency level in the road transport sector,

Or. en

Amendment 33
Krišjānis Kariņš

Motion for a resolution
Recital H a (new)

Motion for a resolution

Amendment

H a. taking into account that the EU's goal has long been to encourage a modal shift to more freight on the seas and less on the roads,

Amendment 34
Inés Ayala Sender

Motion for a resolution
Recital H bis (new)

Motion for a resolution

Amendment

H bis. whereas the EU is currently at the forefront in developing systems, infrastructure and other industrial sectors related to mobility, transport and logistics, and showing increasing leadership in other emerging areas through significant investment and firm commitment to the development of transport and mobility, urgent efforts are needed to maintain the EU's capacity to compete and innovate in fundamental areas that could be at risk, such as reduction of environmental impact, safety, passengers' rights, social and working conditions, etc. through the necessary investment and future-oriented policies,

Or. es

Amendment 35
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 1 – indent 1

Motion for a resolution

Amendment

– that, by 2013, the Commission should make specific proposals, on the basis of the report on European road safety 2011-2020, to reduce the number of deaths and severe injuries on the roads by 50% in relation to 2010;

– that, by 2013, the Commission should make specific proposals, on the basis of the report on European road safety 2011-2020, to reduce the number of deaths and severe injuries on the roads by 50% in relation to 2010 *and to indicate the costs and benefits expected from each concrete proposal in*

terms of accidents reduction;

Or. en

Amendment 36
Philip Bradbourn

Motion for a resolution
Paragraph 1 – indent 1

Motion for a resolution

– that, by 2013, the Commission should **make specific** proposals, **on the basis of the report on European road safety 2011-2020, to reduce** the number of deaths and severe injuries on the roads **by 50%** in relation to 2010;

Amendment

– that by 2013, the Commission should **come forward with** proposals **for reducing** the number of deaths and severe injuries on the roads; **action in this area must be based upon the principle of subsidiarity and based on Member State cooperation through an exchange of best practice;**

Or. en

Amendment 37
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 1 – indent 1

Motion for a resolution

– that, by 2013, the Commission should make specific proposals, on the basis of the report on European road safety 2011-2020, to reduce the number of deaths and severe injuries on the roads by 50% in relation to 2010;

Amendment

– that, by 2013, the Commission should make specific proposals, on the basis of the report on European road safety 2011–2020, to reduce the number of deaths and severe injuries on the roads by 50% **by 2020** in relation to 2010 **and, for this period, in particular call for a reduction in the number of the following events on the roads:**

- deaths of children up to the age of 14 by 60% and**
- deaths of pedestrians and cyclists by 50% and**

- lethal injuries to people by 40% on the basis of a uniform EU definition to be developed as soon as possible;

Or. de

Amendment 38
Inés Ayala Sender

Motion for a resolution
Paragraph 1 – indent 1

Motion for a resolution

– that, by 2013, the Commission should make specific proposals, on the basis of the report on European road safety 2011-2020, to reduce the number of deaths *and severe injuries* on the roads by 50% in relation to 2010;

Amendment

– that, by 2013, the Commission should make specific proposals, on the basis of the report on European road safety 2011-2020, to reduce the number of deaths on the roads by 50% in relation to 2010, *paying special attention to the most vulnerable users (pedestrians, cyclists, motorists, etc.); urges the Commission, therefore, to present in good time a proposal to harmonise the definition of severe injuries and a strategy for emergency support aimed at reducing by half the number of sever injuries by 2020;*

Or. es

Amendment 39
Carlo Fidanza

Motion for a resolution
Paragraph 1 – indent 1

Motion for a resolution

– that, by 2013, the Commission should make specific proposals, on the basis of the report on European road safety 2011-2020, to reduce the number of deaths and severe injuries on the roads by 50% in relation to 2010;

Amendment

– that, by 2013, the Commission should make specific proposals, on the basis of the report on European road safety 2011-2020, to reduce the number of deaths and severe injuries on the roads by 50% in relation to 2010, *providing for specific actions, in*

addition to ITS systems, concerning road network maintenance, driving style and promotion of road safety awareness;

Or. it

Amendment 40
Nathalie Griesbeck

Motion for a resolution
Paragraph 1 – indent 1

Motion for a resolution

– that, by 2013, the Commission should make specific proposals, on the basis of the report on European road safety 2011-2020, to reduce the number of deaths and severe injuries on the roads by 50% in relation to 2010;

Amendment

– that, by 2013, the Commission should make specific proposals, on the basis of the report on European road safety 2011-2020, to reduce the number of deaths and severe injuries on the roads by 50% in relation to 2010, *in particular by ensuring coherent harmonisation of road signs and road traffic rules by 2013 in the EU, including cross-border penalties, blood alcohol levels and speed limits in built-up areas;*

Or. fr

Amendment 41
Olga Sehnalová

Motion for a resolution
Paragraph 1 – indent 1 a (new)

Motion for a resolution

- whereas the quality of road infrastructure, which has a direct impact on road safety, differs significantly across the EU and whereas more than 70 percent of road accident deaths in the Member States occur on the urban and rural roads, stresses that efficient financing from the Cohesion Fund into this type of infrastructure has to be further promoted

in line with the principles of social and territorial cohesion and the goal of sustainable and safe transport;

Or. en

Amendment 42

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 1 – indent 2

Motion for a resolution

– that, by 2014, a proposal *should be submitted* to provide for the internalisation of the external costs of all modes of transport, whilst avoiding *double charging and* market distortions, in order to *increase* investments *in mobility*, safety and *research*;

Amendment

– that, by 2014, *the Commission should submit* a proposal to provide for the internalisation of the external costs of all modes of transport, whilst avoiding market distortions, in order to *transfer* investments *into* safety, *research* and *climate protection within sustainable mobility*; *that this proposal should put an end at the unfair approach of fixing maxima for levies on road infrastructure while keeping obligatory minima on charging rail infrastructure use*;

Or. en

Amendment 43

Gesine Meissner

Motion for a resolution

Paragraph 1 – indent 2

Motion for a resolution

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, *in order to increase* investments in mobility, safety and research;

Amendment

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, *and whereas the revenue should be used for* investments in *sustainable* mobility, safety and research;

Amendment 44
Petra Kammerevert

Motion for a resolution
Paragraph 1 – indent 2

Motion for a resolution

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research;

Amendment

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research; ***in that respect, the internalisation of external costs of transport should only relate to the transport itself;***

Or. en

Amendment 45
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 1 – indent 2

Motion for a resolution

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research;

Amendment

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research; ***such proposal should however take into account the specificity of each transport mode and recognize the already existing forms of mitigations (e.g. environment) and of financing (e.g. infrastructure);***

Amendment 46
Elisabeth Jeggle

Motion for a resolution
Paragraph 1 – indent 2

Motion for a resolution

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research;

Amendment

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research; ***here, it is necessary to check, without preconceived notions, what type of costs will have to be charged to carriers and to what extent they are already bearing these (for example congestion costs in road traffic);***

Or. de

Amendment 47
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 1 – indent 2

Motion for a resolution

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research;

Amendment

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research, ***thereby benefiting sustainable modes of transport;***

Or. es

Amendment 48
Carlo Fidanza

Motion for a resolution
Paragraph 1 – indent 2

Motion for a resolution

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research;

Amendment

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research, ***to the benefit of more sustainable modes of transport;***

Or. it

Amendment 49
Philippe De Backer

Motion for a resolution
Paragraph 1 – indent 2

Motion for a resolution

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research;

Amendment

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, in order to increase investments in mobility, safety and research; ***the internalisation of external costs should only relate to the transport itself and not to the transshipment activities or the activities of industrial and logistics installations that are performed in the transshipment platforms, ports or terminals, since this could lead to double charging and could disadvantage intermodal transport operations;***

Or. en

Amendment 50
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 1 – indent 2

Motion for a resolution

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, ***in order to increase investments in mobility, safety and research;***

Amendment

– that, by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport, whilst avoiding double charging and market distortions, ***and taking account of the specific nature of each mode of transport envisaged; stresses that the policy of internalisation of external transport costs in Europe will produce better results in terms of reduction of carbon dioxide emissions when it becomes compulsory in all EU Member States and when it secures an appropriate share of the allocation of fees in the policies for the sustainable development of transport;***

Or. fr

Amendment 51
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 1 – indent 2 a (new)

Motion for a resolution

- that the logistics sector is sufficiently reflected in the White Paper and the need for having the requirements of the logistics industry is taken into account when defining transport policy;

Amendment

Or. en

Amendment 52
Elisabeth Jeggle

Motion for a resolution
Paragraph 1 – indent 2 a (new)

Motion for a resolution

Amendment

- proposes that the funding of the traffic infrastructure should be designed more sustainably; here, the goal should be the unconditional earmarking of absolutely all of the money generated directly from road traffic for investments in road traffic projects;

Or. de

Amendment 53
Luis de Grandes Pascual

Motion for a resolution
Paragraph 1 – indent 2 bis (new)

Motion for a resolution

Amendment

- that the proposals on the internalisation of the external costs (air and noise pollution) ensure that the funds are allocated to the same modes of transport that have generated them, with a view to promoting research and new technologies, and not just a transfer of traffic volumes from one mode of transport to another;

Or. es

Amendment 54
Mara Bizzotto

Motion for a resolution
Paragraph 1 – point 1 (new)

Motion for a resolution

Amendment

(1) Regrets that, although the European Commission continues to describe small and medium-sized enterprises as the backbone of the European economy at every opportunity, they are not mentioned even once in the White Paper, despite their importance for the transport sector;

Or. it

Amendment 55
Olga Sehnalová, Saïd El Khadraoui

Motion for a resolution
Paragraph 1 a (new)

Motion for a resolution

Amendment

1 a. The Commission should, as soon as possible, submit a coherent, quantitative analysis of the present situation with respect to the level of infrastructure, the density of the transport network and the quality of transport services in all EU Member States, which will provide an overview of the present situation in EU27, the main outputs from this analysis being appended to the White Paper;

Or. cs

Amendment 56
Saïd El Khadraoui

Motion for a resolution
Paragraph 1 a (new)

Motion for a resolution

Amendment

1 a. Requests that, by 2013, the Commission come with a proposal on

social and working conditions, in order to facilitate the creation of a genuinely integrated European transport market and, at the same time, stimulate the attractiveness of the sector for employees; these proposals should be based on an in-depth analysis of the current situation of social and working conditions in all transport modes, the level of harmonisation between the legislation in the Member States, and on an impact assessment of the development of the transport labour market in 2020;

Or. en

Amendment 57
Olga Sehnalová

Motion for a resolution
Paragraph 1 b (new)

Motion for a resolution

Amendment

1 b. The Commission should, by 2013, submit an analysis of the present situation with respect to employment in transport and an impact study on the development of the labour market, including the quality of jobs, in relation to the changes planned by 2020, since a sustainable labour market and adequate preparation in the field of training and retraining are an important aspect of sustainable transport;

Or. cs

Amendment 58
Philip Bradbourn

Motion for a resolution
Paragraph 2 – introductory part

Motion for a resolution

2. Approves the goals set in the White Paper for 2050, but considers that more specific provisions are required for the period until 2020 with regard to funding – in view of the economic situation of individual Member States – and the general challenges facing transport in the field of energy and the environment, and therefore calls on the Commission to draw up legal rules to reach the following goals by 2020 (in relation to 2010 reference figures):

Amendment

2. Approves the goals set in the White Paper for 2050, but considers that more specific provisions are required for the period until 2020 with regard to funding – in view of the economic situation of individual Member States – and the general challenges facing transport in the field of energy and the environment, and therefore calls on the Commission to ***work with international partners to*** draw up legal rules ***through global agreements*** to reach the following goals by 2020 (in relation to 2010 reference figures):

Or. en

Amendment 59

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 2 – introductory part

Motion for a resolution

2. Approves the goals set in the White Paper for 2050, but considers that more specific provisions are required for the period until 2020 with regard to funding – in view of the economic situation of individual Member States – and the general challenges facing transport in the field of energy and the environment, and therefore calls on the Commission to draw up legal rules to reach the following goals by 2020 (in relation to **2010** reference figures):

Amendment

2. Approves the ***ten*** goals set in the White Paper for 2050 ***as well as the overall target for emissions from transport***, but considers that more specific provisions are required for the period until 2020 with regard to funding – in view of the economic situation of individual Member States – and the general challenges facing transport in the field of energy and the environment, and therefore calls on the Commission to draw up legal rules to reach ***intermediate goals for each of the ten goals of the White Paper and to reach*** the following ***additional*** goals by 2020 (in relation to **1990** reference figures):

Or. en

Amendment 60
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 2 – introductory part

Motion for a resolution

2. Approves the goals set in the White Paper for 2050, but considers that more specific provisions are required for the period until 2020 with regard to funding – in view of the economic situation of individual Member States – and the general challenges facing transport in the field of energy and the environment, **and therefore** calls on the Commission to draw up legal rules to reach the following goals by 2020 (in relation to **2010** reference figures):

Amendment

2. Approves the goals set in the White Paper for 2050, but considers that more specific provisions are required for the period until 2020, **2030 and 2040**, with regard to funding – in view of the economic situation of individual Member States – and the general challenges facing transport in the field of energy and the environment; calls on the Commission to draw up legal rules to reach the following goals by 2020 (in relation to **2005** reference figures) (**in accordance with the objectives of the legislative section of the climate and energy package adopted on 23 January 2008**):

Or. fr

Amendment 61
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 2 – indent 1

Motion for a resolution

– a **20%** reduction in carbon dioxide emissions from **road** transport;

Amendment

– a **30%** reduction in carbon dioxide emissions **and in other GHGs** from transport;

Or. en

Amendment 62
Antonio Cancian

Motion for a resolution
Paragraph 2 – indent 2

Motion for a resolution

– a 20% reduction in noise and energy consumption for rail **transport**;

Amendment

– a 20% reduction in noise and energy consumption for **unit transported by** rail;

Or. en

Amendment 63

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 2 – indent 2 a (new)

Motion for a resolution

Amendment

- a noise reduction in rail, air and road transport of 5db at day (d), 10 dB at evening (e) and 15 dB at night (n), affecting densely populated areas;

Or. en

Amendment 64

Michael Cramer, Eva Lichtenberger, Keith Taylor

Motion for a resolution
Paragraph 2 – indent 3

Motion for a resolution

– a 30% reduction in carbon dioxide emissions from air transport across European airspace;

Amendment

deleted

Or. en

Amendment 65

Christine De Veyrac, Dominique Vlasto, Michel Dantin

Motion for a resolution
Paragraph 2 – indent 3

Motion for a resolution

– a **30%** reduction in carbon dioxide emissions from air transport across European airspace;

Amendment

– a **20%** reduction in carbon dioxide emissions from air transport across European airspace;

Or. fr

Amendment 66
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 2 – indent 3

Motion for a resolution

– a **30%** reduction in carbon dioxide emissions from air transport across European airspace;

Amendment

– a **12%** reduction in carbon dioxide emissions from air transport across European airspace, *(this figure being only achievable through the full implementation of the Single European Sky). Further reductions will result from fleet renewal, fuel efficiency improvements and the availability of bio jet fuels;*

Or. en

Amendment 67
Michael Cramer, Eva Lichtenberger, Keith Taylor

Motion for a resolution
Paragraph 2 – indent 4

Motion for a resolution

– *a uniform 30% reduction in carbon dioxide emissions and pollutants in shipping;*

Amendment

deleted

Or. en

Amendment 68
Spyros Danellis

Motion for a resolution
Paragraph 2 – indent 4

Motion for a resolution

– a **uniform 30% reduction** in carbon dioxide emissions **and pollutants** in shipping;

Amendment

– **regarding shipping, following global agreement in the IMO on energy saving measures (EEDI/SEEMP), further steps to reduce carbon emissions should be decided in the IMO;**

Or. en

Amendment 69
Georgios Koumoutsakos

Motion for a resolution
Paragraph 2 – indent 4

Motion for a resolution

– a **uniform 30% reduction** in carbon dioxide emissions and pollutants in shipping;

Amendment

– a reduction in carbon dioxide emissions and pollutants in shipping **by up to 30% pursuant to the relevant decisions to be agreed in the IMO, where an agreement on energy-saving measures was reached (EEDI/SEEMP);**

Or. el

Amendment 70
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 2 – indent 4 a (new)

Motion for a resolution

Amendment

- following agreement on energy saving measures (EEDI/ SEEMP) in the IMO, further measures to reduce carbon emissions in shipping should continue to be managed through the IMO, and calls for these goals to be considered priorities, which should therefore be checked every year, decoupling transport growth from economic growth, instead of cutting back demand of transport; setting energy efficiency targets, rather than for modal shifts, should be at the centre of the future European transport policy to avoid a negative effect on the Europe 2020 target to increase competitiveness and the welfare of society;

Or. en

**Amendment 71
Peter van Dalen**

**Motion for a resolution
Paragraph 2 – subparagraph 1**

Motion for a resolution

Amendment

and calls for these goals to be considered priorities, which should therefore be checked every year;

and calls for these goals to be considered priorities, which should therefore be checked every year ***and coordinated with other European policy initiatives in the field of air quality (SOx, NOx and particulates)***;

Or. nl

**Amendment 72
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor**

Motion for a resolution
Paragraph 2 – subparagraph 1

Motion for a resolution

and calls for **these** goals to be considered priorities, which should therefore be checked every year;

Amendment

and calls for **all the** goals **referred to in this paragraph to** be considered priorities, which should therefore be checked every year;

Or. en

Amendment 73
Gesine Meissner

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2 a. Stresses that all the legislation adopted in the past years aiming at reducing environmental impact, gas emissions, noise, energy consumption in the field of transport must be correctly and rapidly implemented in order to help the sector reaching the goals set up for 2020;

Or. en

Amendment 74
Eva Lichtenberger, Michael Cramer, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2 a. Underlines that the Transport Protocol of the Alpine Convention offers a good basis for developing a model of good practise on sustainable transport policy, inspiring other mountain areas in

Europe;

Or. en

Amendment 75

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

Amendment

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment, ***environmental*** and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies; ***regulating policy and particularly its enforcement needs to be accelerated;***

Or. en

Amendment 76

Philip Bradbourn

Motion for a resolution

Paragraph 3

Motion for a resolution

3. ***Stresses*** that the completion of the European internal transport market should be aimed for, ***without neglecting economic, employment and social aspects,*** and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to ***social dumping or*** private monopolies;

Amendment

3. ***Calls for further liberalisation of transport networks and stresses*** that the completion of the European internal transport market should be aimed for, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to private monopolies;

Or. en

Amendment 77
Marita Ulvskog

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

Amendment

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ***integrate a social dimension in all transport policy*** to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

Or. en

Amendment 78
Peter van Dalen

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping ***or private monopolies***;

Amendment

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping; ***calls on the Commission once more to develop unequivocal, effective guidelines on state aid for seaports***;

Or. nl

Amendment 79
Spyros Danellis

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

Amendment

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting *its* economic, ***territorial***, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

Or. en

Amendment 80
Corien Wortmann-Kool

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or ***private*** monopolies;

Amendment

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or monopolies; ***stresses that guidelines on state aid for seaports are still urgently needed;***

Or. en

Amendment 81
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

Amendment

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, **territorial**, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

Or. es

Amendment 82
Philippe De Backer

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or **private** monopolies;

Amendment

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or monopolies;

Or. en

Amendment 83
Inés Ayala Sender

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that the completion of the

Amendment

3. Stresses that the completion of the

European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

European internal transport market should be aimed for, without neglecting economic, **territorial cohesion**, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or **to imbalances between central and peripheral regions, nor to the emergence of monopolistic practices by private operators**;

Or. es

Amendment 84
Luis de Grandes Pascual

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and **other** markets do not lead to social dumping or private monopolies;

Amendment

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, **port**, rail **and** road **transport** markets do not lead to social dumping or **to** private monopolies **or oligopolies**;

Or. es

Amendment 85
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that the completion of the European internal transport market should

Amendment

3. Stresses that the completion of the European internal transport market should

be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping *or* private monopolies;

be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping, private monopolies, *the deterioration of social and working conditions or the degradation of the quality European transport services;*

Or. ro

Amendment 86
Dominique Vlasto, Michel Dantin

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

Amendment

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment, social *and territorial* aspects, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

Or. fr

Amendment 87
Mara Bizzotto

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, and calls on the Commission to ensure that

Amendment

3. Stresses that the completion of the European internal transport market should be aimed for, without neglecting economic, employment and social aspects, *while taking into account the needs and*

proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

characteristics of small and medium-sized enterprises, particularly numerous in the road haulage sector, and calls on the Commission to ensure that proposals on liberalising the airport, rail, road, and other markets do not lead to social dumping or private monopolies;

Or. it

Amendment 88
Nuno Teixeira

Motion for a resolution
Paragraph 3 – indent 1 (new)

Motion for a resolution

Amendment

- Stresses the importance of transport policy instruments in reducing the access problems and improving the competitive position of the outermost regions, both in terms of access to the internal market and the market with neighbouring countries, and in relation to their own internal areas, by investing in the potential of regional airports and intra- and inter-European sea links;

Or. pt

Amendment 89
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 3 bis (new)

Motion for a resolution

Amendment

3 bis. Stresses the importance of promoting integrated, effective modes of transport, taking into account the special characteristics of the outermost regions and islands, which in the case of air and

maritime transport imply additional costs due to the need to protect the environment and reduce emissions. It is also important to guarantee access to the territories and mobility for all people and companies under equal conditions;

Or. es

Amendment 90
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3 a. Calls the European Commission to undertake an economic analysis on the costs of a failure to complete the Single European Transport Area with regard to the entire economy, including logistics companies, customers and citizens, further with a look at the impact of global competitiveness;

Or. en

Amendment 91
Nathalie Griesbeck

Motion for a resolution
Paragraph 3 bis (new)

Motion for a resolution

Amendment

3 bis. Stresses that, with regard to the economic situation, it is vital to implement truly European management of the transport infrastructures in order to make the European Union more competitive and attractive;

Or. fr

Amendment 92
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3 a. Highlights the inequalities in the development of transport infrastructure among the Member States and calls on the Commission and the Member States to help to develop a single and uniformly developed European transport area;

Or. ro

Amendment 93
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 4

Motion for a resolution

Amendment

4. Stresses that efficient *co-modality* in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social *and* employment conditions and safety aspects, and *geared to existing and planned* infrastructure in individual countries and regions – should be *the guiding idea for future transport policy*, and *that these parameters should be used to determine modal distribution* in countries and regions *rather than retaining the proposed 300 km threshold for goods transport by road*;

4. Stresses that efficient *intermodal door-to-door chains* in passenger *mobility* and goods transport *should be the guiding idea for future transport policy. This needs to be* measured in terms of economic efficiency, environmental protection, *energy security*, social, *health &* employment conditions and safety aspects, *accompanied by mobility management* and *green logistics, thus determining* infrastructure *investment needs* in individual countries and regions.

The modal share of rail and waterborne transport shall be increased to 20% by 2020 and to 50% by 2050.

This policy should be accompanied by mobility management and green logistics

and be geared to existing and planned infrastructure in individual countries and regions;

Or. en

Amendment 94
Christine De Veyrac

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions, and safety *and security* aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Or. fr

Amendment 95
Gesine Meissner

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects,

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, *energy security*, social and employment conditions and

and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Or. en

Amendment 96
Marita Ulvskog

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road; ***multi-modal solutions and linking long-distance and local transport should together be based on priorities of sustainable development;***

Or. en

Amendment 97
Ismail Ertug

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy **and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;**

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy;

Or. de

Amendment 98
Peter van Dalen

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, **taking full advantage of the strengths of each individual mode**, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Amendment 99
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, **territorial cohesion**, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Or. es

Amendment 100
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety **and security** aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to

modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Or. en

Amendment 101
Luis de Grandes Pascual

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety **and security** aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Or. en

Amendment 102
Hubert Pirker

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and

employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

employment conditions and safety aspects, and geared to existing and planned infrastructure **and to the geographic circumstances** in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Or. de

Amendment 103
Inés Ayala Sender

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency **and territorial cohesion**, environmental protection, social and employment conditions, **high-quality service** and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Or. es

Amendment 104
Corien Wortmann-Kool

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety **and security** aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Or. en

Amendment 105
Carlo Fidanza

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, **territorial cohesion**, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Or. it

Amendment 106
Georgios Koumoutsakos

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, **regional cohesion**, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Or. en

Amendment 107
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure **in individual countries and regions** – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, **energy security**, social and employment conditions, and safety **and security** aspects, and geared to existing and planned infrastructure **aimed at creating an integrated local, national and European transport network** – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods

transport by road;

Or. fr

Amendment 108
Luis de Grandes Pascual

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters ***should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;***

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, ***territorial cohesion***, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these ***are some of the parameters that will influence*** modal distribution in countries and regions;

Or. es

Amendment 109
Mara Bizzotto

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, ***accessibility***, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual

regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

countries and regions – should be the guiding idea for future transport policy, and that these parameters should be used to determine modal distribution in countries and regions rather than retaining the proposed 300 km threshold for goods transport by road;

Or. it

Amendment 110
Olga Sehnalová

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be *used to determine modal distribution in countries and regions rather than retaining the proposed* 300 km threshold for goods transport by road;

Amendment

4. Stresses that efficient co-modality in passenger and goods transport – measured in terms of economic efficiency, environmental protection, social and employment conditions and safety aspects, and geared to existing and planned infrastructure in individual countries and regions – should be the guiding idea for future transport policy, and that these parameters should be *taken into consideration when applying* the 300 km threshold for goods transport by road, *while use of sustainable means of transport should be systematically promoted also on short and medium distances*;

Or. en

Amendment 111
Gesine Meissner

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Points out that short and medium sea shipping, inland waterway and sea-river transport offer numerous economically viable opportunities over shorter distances than 300 km and should be encouraged by the EU;

Or. en

Amendment 112
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Stresses that an integrated transport policy not only between the transport modes but also on the entire value chain of transport and logistics services is necessary to suitably address the challenges of transport; secure consistency with environment, social, employment, industry, research, internal market and economic policies; enhance coordination amongst policy-makers in the European institutions as well as consistent and advanced dialogue and consultation with the logistics industry, transport services suppliers and customers;

Or. en

Amendment 113
Frieda Brepoels

Motion for a resolution
Paragraph 4 bis (new)

Motion for a resolution

Amendment

4 bis. Challenges the Commission's assumption that freight transport over distances of less than 300 km will, by definition, be by road; stresses that other factors also play a decisive role when choosing other forms of transport: type of products, volume, whether transshipment facilities are available, whether there are transport experts in ports, etc.; calls on the Commission to develop a policy that supports sustainable and efficient co-modal transport and covers all transport segments (short, medium and long distances) for optimum modal distribution, irrespective of the distance;

Or. nl

**Amendment 114
Dieter-Lebrecht Koch**

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

Motion for a resolution

Amendment

4 a. Refers to the fact that all carriers must interact in a complementary manner; calls for the development of scientifically sound shift targets. This is based on common indicators. Advances with respect to modal transfer targets should be statistically evaluated and checked in a fixed cycle;

Or. de

**Amendment 115
Inés Ayala Sender**

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Stresses the need for an integrated transport policy for the entire value chain of transport and logistics to suitably address the challenges of transport and mobility specially those derived from urban areas; Calls for an enhance coordination amongst policy-makers in the European institutions as well as permanent dialogue and consultation with the logistics industry, transport services suppliers and customers in a European logistic and mobility forum;

Or. en

Amendment 116
Inés Ayala Sender

Motion for a resolution
Paragraph 4 bis (new)

Motion for a resolution

Amendment

4 bis. Underlines the importance of renewing and strengthening a truly European perspective in the management of transport infrastructure and systems (rail corridors for passengers and freight, Single European Sky, ports and airports and their connections to the transport network, a maritime area without borders, inland waterway transport, transnational operators, etc.) in order to eliminate the 'border effect' and enhance the competitiveness and attractiveness of the European Union;

Or. es

Amendment 117

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Notes the high degree of dependence of the Union on imported fossil fuels, whose supply from outside the Union is related to significant risks in terms of the Union's economic security and in terms of the flexibility of its external policy options, and calls upon the Commission to define and regularly measure the Union's external security of energy supply and to propose legislation to set binding quantitative reduction targets for the use of imported fossil fuels in transport;

Or. en

Amendment 118

Luis de Grandes Pascual

Motion for a resolution

Paragraph 4 bis (new)

Motion for a resolution

Amendment

4 bis. Recalls that the objective of the TENs, as stipulated in Article 170 of the Treaty on the Functioning of the European Union, is to promote the interconnection and interoperability of national networks as well as access to such networks, paying special attention to the need to link island, landlocked and peripheral regions with the central regions of the Union;

Or. es

Amendment 119
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Highlights the importance of developing the transport infrastructure of new Member States to achieve a single European transport area, and in particular, the more urgent need to develop the transport infrastructure of new Member States, including the roads infrastructure, as well as connecting these states' infrastructures with those of the European Union neighbouring states; calls on the Commission to include the transport infrastructure development needs of new Member States in its future multiannual financial framework so that, by 2025, the transport infrastructure of the new Member States reaches the level of the other Member States;

Or. ro

Amendment 120
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 4 b (new)

Motion for a resolution

Amendment

4 b. Stresses the vital role an efficiently-functioning logistics sector would play in driving down the costs of commerce, including eCommerce, and thereby fostering intra-EU and global trade and generating economic growth;

Or. en

Amendment 121
Inés Ayala Sender

Motion for a resolution
Paragraph 4 ter (new)

Motion for a resolution

Amendment

4 ter. Stresses that an ambitious and efficient European transport and mobility policy requires an appropriate financial framework with sufficient resources. To that end, the current resources for transport and mobility must be increased in order to promote both public and private initiatives; welcomes and supports the European Commission proposal to introduce a new 'Connecting Europe Facility' for the next multiannual financial framework, but notes that the cost envisaged for fulfilling the objectives of the White Paper require the level of commitments needed until 2050;

Or. es

Amendment 122
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 4 b (new)

Motion for a resolution

Amendment

4 b. Recognises that transport modes are complementary, that this complementarity is to be analysed primarily in terms of distance ranges, welcomes the indicative goals of the Transport White Paper in terms of long-distance overland freight transport and intermediate-distance overland passenger transport, interprets these goals as average values to be achieved in the Union as a whole while fully allowing for national and regional differences, and calls on the Commission

to propose legislation on the collection and publication of statistical indicators that would lead to annual monitoring and reporting of progress towards those goals;

Or. en

Amendment 123
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 4 b (new)

Motion for a resolution

Amendment

4 b. Highlights the yet insufficiently unexplored potential of transport on the Danube and in the Black Sea area, and calls on the Commission and the Member States along the Danube to achieve this potential by developing multimodal terminals, by modernising the Danube river ports, and by developing short-distance maritime corridors to the Black Sea;

Or. ro

Amendment 124
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 4 c (new)

Motion for a resolution

Amendment

4 c. Stresses that the last 10 years have been marked by decreasing investment in the maintenance and modernisation of rail transport infrastructure, which has led to a deterioration in the quality of European rail services and to a smaller rail transport market share; stresses the importance of rail transport to the future

of European transport and calls on the Member States and the Commission to ensure the necessary funding for the maintenance and modernisation of rail infrastructure and the existing rail networks, and to analyse and plan the completion of a high-speed rail network to connect all capitals, major cities and industrial centres in the EU by 2050;

Or. ro

Amendment 125

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 5 – introductory part

Motion for a resolution

5. Stresses that the TEN-T concept should provide for a limited number of projects with *higher levels* of funding, and that:

Amendment

5. Stresses that the TEN-T concept should provide for a limited number of *sustainable* projects with *a realistic perspective* of funding *and realisation within this decade*, and that:

Or. en

Amendment 126

Peter van Dalen

Motion for a resolution

Paragraph 5 – introductory part

Motion for a resolution

5. Stresses that the TEN-T concept should provide for a limited number of projects with higher levels of funding, and that:

Amendment

5. Stresses that the TEN-T concept should provide for a limited number of projects *with European added value* with higher levels of funding, and that:

Or. nl

Amendment 127
Inés Ayala Sender

Motion for a resolution
Paragraph 5 – introductory part

Motion for a resolution

5. Stresses that the TEN-T concept should provide for *a limited number* of projects *with higher levels of funding*, and that:

Amendment

5. Stresses that the TEN-T concept should provide for *greater funding that is sufficient to develop* projects *of genuine European interest, promoting priority public-private cooperation*, and that:

Or. es

Amendment 128
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 5 – indent 1

Motion for a resolution

– Member States should commit themselves to *eliminate* the 25 known *bottlenecks* in the European transport area by 2020, to prioritise cross-border projects and to submit an approved funding plan by 2015;

Amendment

– Member States should commit themselves to the 25 known *sustainable infrastructure links* in the European transport area *that can be financed and realised* by 2020, to prioritise cross-border *rail* projects *in new Member States* and to submit an approved funding plan by 2015;

Or. en

Amendment 129
Christine De Veyrac

Motion for a resolution
Paragraph 5 – indent 1

Motion for a resolution

– Member States should commit

Amendment

– Member States should commit

themselves to eliminate the **25** known bottlenecks in the European transport area by 2020, ***to prioritise cross-border projects*** and to submit an approved funding plan by 2015;

themselves to eliminate the ***main*** known bottlenecks in the European transport area by 2020, and to submit an approved funding plan by 2015;

Or. fr

Amendment 130
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 5 – indent 1

Motion for a resolution

– Member States should commit themselves to eliminate the 25 known bottlenecks in the European transport area by 2020, to prioritise cross-border projects and to submit an approved funding plan by 2015;

Amendment

– Member States should commit themselves to eliminate the 25 known bottlenecks ***of 10 core corridors where the bulk of transport is conducted*** in the European transport area by 2020, to prioritise cross-border projects and to submit an approved funding plan by 2015;

Or. en

Amendment 131
Ismail Ertug

Motion for a resolution
Paragraph 5 – indent 1

Motion for a resolution

– Member States should commit themselves to eliminate the 25 known bottlenecks in the European transport area by 2020, ***to prioritise cross-border projects and to submit an approved funding plan by 2015;***

Amendment

– Member States should commit themselves to eliminate the 25 known bottlenecks in the European transport area by 2020 ***and thereby, if necessary, encourage their circumvention by establishing an intermodal infrastructure at the start and end points of a stretch;***

Or. de

Amendment 132
Nathalie Griesbeck

Motion for a resolution
Paragraph 5 – indent 1

Motion for a resolution

– Member States *should* commit themselves to eliminate the 25 known bottlenecks in the European transport area by 2020, to prioritise cross-border projects and to submit an approved funding plan by 2015;

Amendment

– Member States *must* commit themselves to eliminate the 25 known bottlenecks in the European transport area by 2020, to prioritise cross-border projects and to submit an approved funding plan by 2015;

Or. fr

Amendment 133
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 5 – indent 1

Motion for a resolution

– Member States should commit themselves to eliminate the 25 known bottlenecks in the European transport area by 2020, to prioritise cross-border projects and to submit an approved funding plan by 2015;

Amendment

– Member States should commit themselves to eliminate the 25 known bottlenecks in the European transport area by 2020, to prioritise cross-border projects and to submit, by **2013**, an approved funding plan *as a framework for and in accordance with the specific Operational Programmes of the Member States*;

Or. ro

Amendment 134
Philip Bradbourn

Motion for a resolution
Paragraph 5 – indent 1 a (new)

Motion for a resolution

Amendment

- revision of the TEN-T program should support diversification and the connectivity between priority corridors and their populations with particular regard to the easing of bottle-necks without discriminating against any specific modes of transport;

Or. en

Amendment 135

Ismail Ertug

Motion for a resolution

Paragraph 5 – indent 1 a (new)

Motion for a resolution

Amendment

- Member States should commit to prioritising the cross-border projects and to submitting an approved funding plan by 2015;

Or. de

Amendment 136

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 5 – indent 2

Motion for a resolution

Amendment

– the Commission should commit itself to propose to Member States that its direct funding for such projects should amount to at least 30% of total investments in coordination with regional policy;

– the Commission should commit itself to propose to Member States that its direct funding for such projects should amount to at least 30% of total investments in coordination with regional policy ***and in accordance with the 20-20-20 targets up to 2020;***

Amendment 137
Nathalie Griesbeck

Motion for a resolution
Paragraph 5 – indent 2

Motion for a resolution

– the Commission **should** commit itself to propose to Member States that its direct funding for such projects should amount to at least 30% of total investments in coordination with regional policy;

Amendment

– the Commission **must** commit itself to propose to Member States that its direct funding for such projects should amount to at least 30% of total investments in coordination with regional policy;

Or. fr

Amendment 138
Lambert van Nistelrooij

Motion for a resolution
Paragraph 5 – indent 2

Motion for a resolution

– the Commission should commit itself to propose to Member States that its direct funding for such projects should amount to **at least 30%** of total investments in coordination with regional policy;

Amendment

– the Commission should commit itself to propose to Member States that its direct funding for such projects should amount to **an appropriate part** of total investments in coordination with regional policy;

Or. en

Amendment 139
Philip Bradbourn

Motion for a resolution
Paragraph 5 – indent 3

Motion for a resolution

Amendment

– the Commission should commit itself to support alternative funding models and instruments, including project bonds, and to provide for increased use of that revenue to fund TEN-T projects when making proposals to internalise external costs;

deleted

Or. en

Amendment 140

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 5 – indent 3

Motion for a resolution

Amendment

– the Commission should commit itself to support alternative funding models and instruments, including project bonds, and *to provide for increased use of that revenue to fund TEN-T projects when making proposals* to internalise external costs;

– the Commission should commit itself to support alternative funding models and instruments, including project bonds, and to internalise external costs;

Or. en

Amendment 141

Peter van Dalen

Motion for a resolution

Paragraph 5 – indent 3

Motion for a resolution

Amendment

– the Commission should commit itself to support alternative funding models and instruments, including project bonds, *and to provide for increased use of that revenue to fund TEN-T projects when*

– the Commission should commit itself to support alternative funding models and instruments, including project bonds;

making proposals to internalise external costs;

Or. nl

Amendment 142
Ismail Ertug

Motion for a resolution
Paragraph 5 – indent 3

Motion for a resolution

– the Commission should commit itself to support alternative funding models and instruments, including project bonds, and to provide for *increased* use of that revenue to fund TEN-T projects when making proposals to internalise external costs;

Amendment

– the Commission should commit itself to support alternative funding models and instruments, including project bonds, and to provide for *exclusive* use of that revenue to fund TEN-T projects when making proposals to internalise external costs;

Or. de

Amendment 143
Nathalie Griesbeck

Motion for a resolution
Paragraph 5 – indent 3

Motion for a resolution

– the Commission *should* commit itself to support alternative funding models and instruments, including project bonds, and to provide for increased use of that revenue to fund TEN-T projects when making proposals to internalise external costs;

Amendment

– the Commission *must* commit itself to support alternative funding models and instruments, including project bonds, and to provide for increased use of that revenue to fund TEN-T projects when making proposals to internalise external costs;

Or. fr

Amendment 144
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 5 – indent 3

Motion for a resolution

– the Commission should commit itself to support alternative funding models and instruments, including project bonds, and to provide for increased use of that revenue to fund TEN-T projects when making proposals to internalise external costs;

Amendment

– the Commission should commit itself to support alternative funding models and instruments, including project bonds, and to provide for increased use of that revenue ***both*** to fund TEN-T projects when making proposals to internalise external costs ***and to develop the transport infrastructure of the Member States***;

Or. ro

Amendment 145
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 5 – indent 3 a (new)

Motion for a resolution

– Community and national investment plans for ‘e-freight’ and Intelligent Transport Systems (ITS) should be adopted and implemented in a coordinated manner in order to allow an electronic flow of information alongside the physical flow of goods;

– projects should be selected according to a strict cost/benefit analysis;

Or. en

Amendment 146
Peter van Dalen

Motion for a resolution
Paragraph 5 – indent 4

Motion for a resolution

– *the definition of priorities should be seen in close connection with the conditions for using regional structural funds and the* Member States should be obliged to guarantee funding for *these* projects beyond the end of the EU's multi-annual programmes;

Amendment

– Member States should be obliged to guarantee funding for *the* projects beyond the end of the EU's multi-annual programmes;

Or. nl

Amendment 147
Nathalie Griesbeck

Motion for a resolution
Paragraph 5 – indent 4

Motion for a resolution

– the definition of priorities *should* be seen in close connection with the conditions for using regional structural funds and the Member States *should* be obliged to guarantee funding for these projects beyond the end of the EU's multi-annual programmes;

Amendment

– the definition of priorities *must* be seen in close connection with the conditions for using regional structural funds and the Member States *must* be obliged to guarantee funding for these projects beyond the end of the EU's multi-annual programmes;

Or. fr

Amendment 148
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 5 – indent 4 a (new)

Motion for a resolution

– the core network of multimodal freight corridors should be developed on the basis of the TEN-T projects and should work as a single entity, including intermodal infrastructure, intermodal platforms and

Amendment

equipment and ICT solutions;

Or. en

Amendment 149
Luis de Grandes Pascual

Motion for a resolution
Paragraph 5 – indent 4 a (new)

Motion for a resolution

Amendment

- the core network should be developed on the basis of the TEN-T priority projects and should include intermodal infrastructure, intermodal platforms and equipment and ICT solutions;

Or. en

Amendment 150
Inés Ayala Sender

Motion for a resolution
Paragraph 5 – indent 4 bis (new)

Motion for a resolution

Amendment

- the Commission should present a proposal to ensure that the state guarantees for private cofinancing in PPP and other forms do not prove to be a disincentive because of their burden in relation to the public deficit;

Or. es

Amendment 151
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 5 – indent 5

Motion for a resolution

– project priorities should only be maintained after 2015 if the Member States have taken binding decisions which ensure the implementation of the projects;

Amendment

– project priorities should only be maintained after 2015 if the Member States have taken binding ***budget*** decisions which ensure the implementation of the projects ***and the co-funding of the EU should be based on the ‘use it or lose it’ principle;***

Or. en

Amendment 152
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 5 – indent 5

Motion for a resolution

– project priorities should only be maintained after 2015 if ***the*** Member States have taken binding decisions ***which*** ensure the implementation of the projects;

Amendment

– project priorities should only be maintained after 2015 if Member States have taken binding decisions ***to*** ensure the implementation of the projects;

Or. en

Amendment 153
Nathalie Griesbeck

Motion for a resolution
Paragraph 5 – indent 5

Motion for a resolution

– project priorities ***should*** only be maintained after 2015 if the Member States have taken binding decisions which ensure the implementation of the projects;

Amendment

– project priorities ***could*** only be maintained after 2015 if the Member States have taken binding decisions which ensure the implementation of the projects;

Or. fr

Amendment 154
Philip Bradbourn

Motion for a resolution
Paragraph 5 – indent 5 a (new)

Motion for a resolution

Amendment

- further development of secure coach and lorry parking facilities across the TEN-T network should be a priority within the programme;

Or. en

Amendment 155
Giommaria Uggias

Motion for a resolution
Paragraph 5 – indent 5 bis (new)

Motion for a resolution

Amendment

- account should be taken in particular of the need to link island, landlocked and peripheral regions with the central regions of the Union in accordance with Article 170 of the TFEU;

Or. it

Amendment 156
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 5 – indent 5 a (new)

Motion for a resolution

Amendment

- EuroVelo, the European long-distance cycle route network, should be included in the TEN-T network;

Or. en

Amendment 157
Christine De Veyrac

Motion for a resolution
Paragraph 5 bis (new)

Motion for a resolution

Amendment

5 bis. Calls for ambitious industrial policies to be developed in the field of transport, and encourages the Commission to make concrete proposals with regard to the strategic subsectors;

Or. fr

Amendment 158
Zigmantas Balčytis

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5 a. Insists on ensuring the effectiveness and visibility of EU action in the field of TEN-T and better use of the EU's financial contribution for the intended purposes;

Or. lt

Amendment 159
Frieda Brepoels

Motion for a resolution
Paragraph 5 bis (new)

Motion for a resolution

Amendment

5 bis. Welcomes the Commission's plea for clarity regarding future policy

frameworks and for a coherent policy at EU level; is convinced that a clear long-term vision with regard to investments in European transport infrastructure, in conformity with EU environmental legislation, is the best way to ensure efficient implementation of EU infrastructure and transport policy; the transport and infrastructure policy of the Member States should graft onto this European strategy and even strengthen it where possible; in this context, repeatedly questioning planned and agreed investments or funding schemes has a detrimental effect;

Or. nl

Amendment 160
Inés Ayala Sender

Motion for a resolution
Paragraph 5 bis (new)

Motion for a resolution

Amendment

5 bis. Calls on the Commission and the Member States to present a joint strategy involving information, communication and consultation of the players involved, including, in particular, participation by the citizens concerned, on the needs, planning, development and financing of the infrastructure required for growth, mobility, development and employment, in accordance with commitments made under the Europe 2020 strategy;

Or. es

Amendment 161
Ádám Kósa

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Highlights that the same safety standards should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Amendment

6. Highlights that the same safety standards **and the same standards on accessible services** should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Or. hu

Amendment 162
Christine De Veyrac

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Highlights that the same **safety** standards should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Amendment

6. Highlights that the same **security** standards should apply to all kinds of passenger and goods transport at EU level **in order to ease traffic and reduce congestion** and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Or. fr

Amendment 163
Luis de Grandes Pascual

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Highlights that **the same** safety standards should apply to **all** kinds of passenger and goods transport at EU level and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Amendment

6. Highlights that **risk-appropriate** safety standards should apply to **every** kind of passenger and goods transport at EU level and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Or. es

Amendment 164
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Highlights that the same **safety** standards should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund **safety** obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced **by 2015**;

Amendment

6. Highlights that the same **security** standards should apply to all kinds of passenger and goods transport at EU level, **with the objective to reduce hassle and bottlenecks, and** calls for a proposal to fund **security** obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced **to better integrate an outcome focused and risk-based approach, allowing to adapt screening requirements on the basis of the actual risk**;

Or. en

Amendment 165
Luis de Grandes Pascual

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Highlights that the same **safety** standards should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund **safety** obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Amendment

6. Highlights that the same **security** standards should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund **security** obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Or. en

Amendment 166
Corien Wortmann-Kool

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Highlights that the same safety standards should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Amendment

6. Highlights that the same safety **and security** standards should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund safety **and security** obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015 **to better integrate a risk-based approach where appropriate allowing to differentiate screening requirements by 2015**;

Or. en

Amendment 167
Inés Ayala Sender

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Highlights that the same safety **standards** should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Amendment

6. Highlights that the same **level of** safety should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Or. es

Amendment 168
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Highlights that the same **safety** standards should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund **safety** obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Amendment

6. Highlights that the same **security** standards should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund **security** obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015; **stresses in this respect the benefits of developing innovative approaches with regard to security, focusing both on the development of new technologies and on the identification of high-risk behaviours and routes;**

Or. fr

Amendment 169
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 6

Motion for a resolution

6. **Highlights** that *the same* safety standards should *apply to all* kinds of passenger and goods transport at EU level and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Amendment

6. **Notes** that safety standards *harmonised at European level* should *be applied, taking into account the various* kinds of passenger and goods transport at EU level, and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Or. es

Amendment 170
Carlo Fidanza

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Highlights that the same safety standards should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund safety obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current rules should be reviewed and/or replaced by 2015;

Amendment

6. Highlights that the same safety *and security* standards should apply to all kinds of passenger and goods transport at EU level and calls for a proposal to fund safety *and security* obligations, bearing in mind that, particularly in the case of maritime and air transport, international coordination is a prerequisite, and that current *safety* rules should be reviewed and/or replaced by 2015;

Or. en

Amendment 171
Giommaria Uggias

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses the importance of alternative and renewable energies for transport and highlights that the set goals could be reached ***using an energy mix and existing methods for saving energy***, accompanied by the requisite infrastructure;

Amendment

7. Stresses the importance of alternative and renewable energies for transport and highlights that the set goals could be reached, accompanied by the requisite infrastructure;

Or. it

Amendment 172
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses the importance of alternative and renewable energies for transport and highlights that the set goals could be reached using an energy mix and existing methods for saving energy, accompanied by the requisite infrastructure;

Amendment

7. Stresses the importance of alternative and renewable energies for transport and highlights that the set goals could be reached using an energy mix and existing methods for saving energy, accompanied by the requisite infrastructure; ***relevant policies to incentivise their production and their use need to be adopted***;

Or. en

Amendment 173
Ismail Ertug

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Stresses the importance of alternative and renewable energies for transport ***and***

Amendment

7. ***Calls for a change and*** stresses the importance of alternative and renewable

highlights that the set goals could be reached using an energy mix and existing methods for saving energy, accompanied by the requisite infrastructure;

energies for transport;

Or. de

Amendment 174

Michel Dantin, Dominique Vlasto

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses the importance of alternative and renewable energies for transport and highlights that the set goals could be reached using an energy mix and existing methods for saving energy, accompanied by the requisite infrastructure;

Amendment

7. Stresses the importance of alternative and renewable energies for transport and ***in particular for long-haul air transport to which there is no alternative, and*** highlights that the set goals could be reached using an energy mix and existing methods for saving energy, accompanied by the requisite infrastructure; ***in this respect, calls for a European strategy to be presented on the development of new-generation biofuels for all modes of transport, which should be supported by appropriate European financing and by measures to encourage the private sector to invest in current and future research, development and marketing projects for advanced biofuels;***

Or. fr

Amendment 175

Carlo Fidanza

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses the importance of alternative

Amendment

7. Stresses the importance of alternative

and renewable energies for transport and highlights that the set goals could be reached using an energy mix and existing methods for saving energy, accompanied by the requisite infrastructure;

and renewable energies for transport and highlights that the set goals could be reached using an energy mix and existing methods for saving energy, accompanied by the requisite infrastructure; ***it is important to acknowledge the specific situation of the aviation sector, developing dedicated incentives for the use of biofuels in the sector;***

Or. en

Amendment 176
Philip Bradbourn

Motion for a resolution
Paragraph 7 – subparagraph 1 (new)

Motion for a resolution

Amendment

Accepts, however, that not only is it not within the EU's competence, but it is both unrealistic and undesirable for the EU to try to enforce a phase out of conventionally fuelled cars from city centres by 2050;

Or. en

Amendment 177
Ismail Ertug

Motion for a resolution
Paragraph 7 – subparagraph 1 (new)

Motion for a resolution

Amendment

Emphasises that the set goals could be reached using an energy mix that dispenses with nuclear energy and existing methods for saving energy, accompanied by the requisite infrastructure;

Or. de

Amendment 178
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7 a. Calls for existing solutions for CO2 to be used and future reduction goals to be formulated without giving preference to any particular type of technology;

Or. de

Amendment 179
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7 a. Recalls that the ‘user pays’ and ‘polluter pays’ principles should be implemented for all modes and for freight and passenger transport equally; insists that the internalisation of external costs of transport should include strict earmarking rules to reduce those specific costs;

Or. en

Amendment 180
Nathalie Griesbeck

Motion for a resolution
Paragraph 7 bis (new)

Motion for a resolution

Amendment

7 bis. Stresses the fact that the Commission must have a global and coherent strategy on renewable energy, taking account of manufacture, supply and usage; points out that the transport sector is just a link in a chain and can only use the energy made available to it;

Or. fr

Amendment 181

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 8

Motion for a resolution

Amendment

8. Requests, by 2015, a proposal on urban mobility in which, whilst respecting the principle of subsidiarity, support for projects is made conditional upon the submission of urban mobility plans which provide for efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes and environmental pollution (atmospheric pollution and noise), comply with the standards of European transport policy and are coherent with regard to surrounding towns and regions;

8. Requests, by 2015, a proposal on urban mobility in which, whilst respecting the principle of subsidiarity, support for projects is made conditional upon the submission of **sustainable** urban mobility plans which provide for efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes, **accidents, impact on climate change** and environmental pollution (atmospheric pollution and noise), comply with the standards **and targets** of European transport policy and are coherent with regard to surrounding towns and regions;

Or. en

Amendment 182

Philip Bradbourn

Motion for a resolution

Paragraph 8

Motion for a resolution

8. **Requests, by 2015, a proposal on urban mobility in which, whilst respecting the principle of subsidiarity, support for projects is made conditional upon the submission of urban mobility plans** which provide for efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes and environmental pollution (atmospheric pollution and noise), **comply with the standards of European transport policy and are coherent with regard to surrounding towns and regions;**

Amendment

8. **Stresses the importance of urban mobility planning**, which provide for efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes and environmental pollution (atmospheric pollution and noise), **understands, however, that urban mobility is not an EU competence;**

Or. en

Amendment 183
Gesine Meissner

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Requests, by 2015, a proposal on urban mobility in which, whilst respecting the principle of subsidiarity, support for projects is made conditional upon the submission of urban mobility plans which provide for efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes and environmental pollution (atmospheric pollution and noise), comply with the standards of European transport policy and are coherent with regard to surrounding towns and regions;

Amendment

8. Requests, by 2015, a proposal on urban mobility in which, whilst respecting the principle of subsidiarity, support for projects is made conditional upon the submission of urban mobility plans which provide for efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes and environmental pollution (atmospheric pollution and noise), **ensure a higher level of safety in road traffic**, comply with the standards of European transport policy and are coherent with regard to surrounding towns and regions, **calls for an exchange of best practice for particularly successful examples of tailor-made sustainable concepts for urban mobility;**

Or. de

Amendment 184
Corien Wortmann-Kool

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Requests, by 2015, a proposal on urban mobility in which, whilst respecting the principle of subsidiarity, support for projects is made conditional upon the submission of urban mobility plans which provide for efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes and environmental pollution (atmospheric pollution and noise), comply with the standards of European transport policy and are coherent with regard to surrounding towns and regions;

Amendment

8. Requests, by 2015, a proposal on urban mobility in which, whilst respecting the principle of subsidiarity, support for projects is made conditional upon the submission of urban mobility plans which provide for efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes and environmental pollution (atmospheric pollution and noise), comply with the standards of European transport policy and are coherent with regard to surrounding towns and regions; ***stresses the importance of innovation and research for example on aerodynamics and the use of electronic vehicles for an efficient and environmental friendly urban mobility;***

Or. en

Amendment 185
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Requests, by 2015, a proposal on urban mobility ***in which, whilst respecting*** the principle of subsidiarity, ***support for projects is made conditional upon the submission of urban mobility plans which provide for*** efficient passenger and goods logistics chains, ***contribute to*** a reduction in traffic volumes and environmental

Amendment

8. Requests, by 2015, a proposal ***and financial support mechanism to prepare audits and plans on sustainable*** urban mobility ***that respect*** the principle of subsidiarity. ***Support for these will take into account*** efficient passenger and goods logistics chains, a reduction in traffic volumes and environmental pollution, ***the***

pollution (*atmospheric pollution and noise*), *comply* with the standards of European *transport* policy *and are coherent with regard to surrounding towns and regions*;

link between the transport policy and territorial organisation, and compliance with the standards of European policy.

The financial support must ensure that the social and economic gains of the costs incurred by the service guarantee in the short, medium and long term the viability of the efficient transport system;

Or. es

Amendment 186
Dominique Vlasto, Michel Dantin

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Requests, by 2015, a proposal on urban mobility *in which*, whilst respecting the principle of subsidiarity, support for projects is made conditional upon the submission of urban mobility plans *which provide for* efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes and environmental pollution (atmospheric pollution and noise), comply with the standards of European transport policy and are coherent with regard to surrounding towns and regions;

Amendment

8. Requests, by 2015, a proposal on urban mobility, *on the basis of an evaluation of the implementation of the 2009 Urban Mobility Plan and*, whilst respecting the principle of subsidiarity, support for projects is made conditional upon the submission of urban mobility plans which provide for efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes and environmental pollution (atmospheric pollution and noise), comply with the standards of European transport policy and are coherent with regard to surrounding towns and regions;

Or. fr

Amendment 187
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Requests, by 2015, a proposal on urban mobility in which, whilst respecting the principle of subsidiarity, support for projects is made conditional upon the submission of urban mobility plans which provide for efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes and environmental pollution (atmospheric pollution and noise), comply with the standards of European transport policy and are coherent with regard to surrounding towns and regions;

Amendment

8. Requests, by 2015, a proposal on urban mobility, ***achieved with the participation of the local authorities of Member States, and*** in which, whilst respecting the principle of subsidiarity, support for projects is made conditional upon the submission of urban mobility plans which provide for efficient passenger and goods logistics chains, contribute to a reduction in traffic volumes and environmental pollution (atmospheric pollution and noise), comply with the standards of European transport policy and are coherent with regard to surrounding towns and regions;

Or. ro

Amendment 188

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 8 a (new)

Motion for a resolution

Amendment

8 a. Asserts that sustainable multi-modality for passengers and goods logistics needs the provision of intermodal connection points and terminals, integrated planning and logistics, as well as integrated education and vocational training;

Or. en

Amendment 189

Ramon Tremosa i Balcells

Motion for a resolution

Paragraph 8 a (new)

Motion for a resolution

Amendment

8 a. Is convinced that reaching CO2-free city logistics could only be possible by through a collaborative approach and consistent dialogue between local authorities and stakeholders (representing passenger and freight transport); insists that urban transport policies should not create new internal market barriers for passenger and goods transport;

Or. en

**Amendment 190
Izaskun Bilbao Barandica**

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

Motion for a resolution

Amendment

8 bis. Urban mobility will be applied to urban and/or built-up areas;

Or. es

**Amendment 191
Silvia-Adriana Țicău**

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

Motion for a resolution

Amendment

8 a. Stresses the need to promote an environmentally friendly fleet for urban and suburban public transport and calls on the Commission and the Member States to support projects meant to ensure intermodality between the public transport system and other transport types (e.g. cycling);

Amendment 192**Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor****Motion for a resolution****Paragraph 9***Motion for a resolution*

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where *proposals* should be made by 2013 to *develop* infrastructure for pedestrians and cyclists in towns, to double the *number* of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable, *physically active, safe and healthy* means of transport *and mobility*, where *a European Commission cross-service strategy on non-motorised transport* should be *developed and proposals* made by 2013 to *fix at least 15 % of EU co-funding in transport in favour of* infrastructure for pedestrians and cyclists in towns, to double the *modal share* of *pedestrians, cyclists, car-sharing and* passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Or. en

Amendment 193**Philip Bradbourn****Motion for a resolution****Paragraph 9***Motion for a resolution*

9. Stresses that *the behaviour of transport users is decisive* and *calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure*

Amendment

9. Stresses that *while developing and diversifying* transport *infrastructure is desirable, traffic share must ultimately be determined* by the *market*;

for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Or. en

Amendment 194
Olga Sehnalová

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose *sustainable* means of transport, where *proposals should be made* by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose *sustainable and physically active* means of transport, where *the Commission should, by 2013, submit a strategy for the systematic support of non-motorised transport, which should include proposals* to develop *safe* infrastructure for pedestrians and cyclists in towns, *systematically to increase the attractiveness and* double the number of *cyclists and* passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive *and emphasis should be placed on accessibility (physical, temporal and financial) for users, especially in towns and conurbations;*

Or. cs

Amendment 195
Saïd El Khadraoui, Olga Sehnalová

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets, ***including integrated pricing management systems***, for multi-modal travel, and where pricing policy should be considered as an incentive;

Or. en

Amendment 196
Marita Ulvskog

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive; ***sustainable urban passenger transport patterns need to be based on public transport and multi-modal solutions for increased mobility for all citizens as well as improved social inclusion;***

Amendment 197
Peter van Dalen

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, **where** proposals **should be made** by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport **and calls on the Member States to submit** proposals by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Or. nl

Amendment 198
Jim Higgins

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, **with the aim of doubling the number of same**, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing

incentive;

policy should be considered as an incentive;

Or. en

Amendment 199
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel ***when technically and legally feasible***, and where pricing policy should be considered as an incentive;

Or. en

Amendment 200
Inés Ayala Sender

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop ***initiatives that promote behavioural changes, especially among young people, and develop***

transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive; ***calls on the Commission to present a strategy to promote the use of bicycles and safe journeys by foot in urban areas;***

Or. es

Amendment 201
Brian Simpson

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive; ***would like to recall that accessibility linked to affordability of transport is crucial for social mobility, and that reconciling sustainability aims with social needs should be given greater attention when planning transport policy of the future;***

Or. en

Amendment 202
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, **and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;**

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, **with particular emphasis on innovative systems such as cable transport, and** to double the number of passengers on public transport, which mainly uses alternative sources of energy;

Or. fr

Amendment 203
Sabine Wils

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable, **physically active and safe** means of transport **and mobility**, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns **with the goal of doubling the numbers of pedestrians and cyclists by 2020**, to double the number of passengers on public transport, which mainly uses alternative sources of energy, and to establish e-tickets for multi-modal travel, and where pricing policy should be considered as an incentive;

Or. de

Amendment 204
Dominique Vlasto, Michel Dantin

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, *and to establish e-tickets for multi-modal travel, and* where pricing policy should be considered as an incentive;

Amendment

9. Stresses that the behaviour of transport users is decisive and calls for the creation of incentives to choose sustainable means of transport, where proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to double the number of passengers on public transport, which mainly uses alternative sources of energy, where pricing policy should be considered as an incentive;

Or. fr

Amendment 205
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 9 bis (new)

Motion for a resolution

9 bis. In order to promote the combination of transport modes, it would be advisable to draw up a single transport document in electronic format and to establish the appropriate framework for use of the ITS;

Amendment

Or. es

Amendment 206
Dominique Vlasto, Michel Dantin

Motion for a resolution
Paragraph 9 bis (new)

Motion for a resolution

Amendment

9 bis. Stresses the importance of establishing the use of e-tickets for multi-modal travel, and in particular to encourage the development of an integrated ticketing system in rail transport along the lines of air transport; proposes that this process be undertaken to take account of what is legally and technically feasible; calls for integrated ticketing systems to be implemented while guaranteeing a fair and effective system of liability, rights of recourse and compensation as well as certainty of law, transparency and user information; calls for the Commission to make proposals in this respect by the end of 2012;

Or. fr

Amendment 207
Georgios Koumoutsakos

Motion for a resolution
Paragraph 10

Motion for a resolution

Amendment

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by 2013, such a proposal which takes into account the specific characteristics of *carriers* and past experience;

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by 2013, such a proposal which takes into account **both** the specific characteristics of **each transport mode, since a 'one size fits all' approach should be avoided**, and past experience;

Or. en

Amendment 208
Olga Sehnalová, Saïd El Khadraoui

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by 2013, such a proposal which takes into account the specific characteristics of carriers and past experience;

Amendment

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by 2013, such a proposal which takes into account the specific characteristics of carriers and past experience, ***while the rights of disabled passengers should be covered by a separate chapter in the Charter;***

Or. cs

Amendment 209
Mathieu Grosch

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by **2013**, such a proposal which takes into account the specific characteristics of carriers and past experience;

Amendment

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by **2012**, such a proposal which takes into account the specific characteristics of carriers and past experience;

Or. de

Amendment 210
Inés Ayala Sender

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by 2013, such a proposal which takes into account the specific characteristics of carriers **and past experience**;

Amendment

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by 2013, such a proposal which takes into account the specific characteristics of carriers, **requires an improvement in the current level of protection for passengers and improves the implementation of current regulations, and the uniform and consistent application thereof**;

Or. es

Amendment 211
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by 2013, such a proposal which takes into account the specific characteristics of carriers and past experience;

Amendment

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, **responding to the needs of the disabled**, and therefore expects, by 2013, such a proposal which takes into account the specific characteristics of carriers and past experience;

Or. es

Amendment 212
Brian Simpson

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by 2013, such a proposal which takes into account the specific characteristics of carriers and past experience;

Amendment

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by 2013, such a proposal which takes into account the specific characteristics of carriers and past experience; ***would like to stress the importance of addressing in EU legislation the emerging phenomenon of add-on charges imposed on passengers by airlines, as the current situation undermines the principle of price transparency;***

Or. en

Amendment 213
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by 2013, such a proposal which takes into account the specific characteristics of carriers and past experience;

Amendment

10. Believes that the basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport, and therefore expects, by 2013, such a proposal which takes into account the specific characteristics of carriers and past experience; ***stresses in this respect the need to establish clear definitions, uniformly interpreted by all operators according to the modes of transport, concerning in particular the 'level of assistance and care' given to passengers, their rights of recourse, and the 'extraordinary circumstances' entitling compensation;***

Or. fr

Amendment 214
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

Amendment

10 a. Calls to conclude mutual recognition agreements on customs and security programmes between the EU and third-countries, in particular EU-US agreements should be a priority;

Or. en

Amendment 215
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 10 bis (new)

Motion for a resolution

Amendment

10 bis. Calls for a proposal for investment in innovative formulas for developing employment in the transport sector for disabled people;

Or. es

Amendment 216
Corien Wortmann-Kool

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

Amendment

10 a. Calls for European guidelines clarifying the air transport passenger rights (EU 261) and the enforcement and interpretation of different national enforcement bodies with regard to EU

261;

Or. en

Amendment 217
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 10 b (new)

Motion for a resolution

Amendment

10 b. Considers that a new security certificate is not needed when AEO status aims to ensure security for the entire supply chain; additional operational benefits would make AEO status more attractive;

Or. en

Amendment 218
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 10 ter (new)

Motion for a resolution

Amendment

10 ter. Underlines the importance of material, infrastructure and services needs that require attention for the disabled;

Or. es

Amendment 219
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 10 c (new)

Motion for a resolution

Amendment

10 c. Calls for guidelines clarifying the 'level of assistance and care', the right of redress and the definition of 'extraordinary circumstances' in air transport;

Or. en

Amendment 220

Peter van Dalen

Motion for a resolution

Paragraph 11 – introductory part

Motion for a resolution

Amendment

11. Calls for a research and development programme which is specifically aimed at mobility to be established and financially supported, with the aim of:

deleted

– maintaining the EU as a production and research centre for all forms of transport,

– creating intelligent, interoperational and linked systems for transport guidance, supporting SESAR, Galileo, ERTMS, PIDS, SafeSeaNet, LRIT und ITS and providing the required funding;

Or. nl

Amendment 221

Olga Sehnalová, Saïd El Khadraoui

Motion for a resolution

Paragraph 11 – introductory part

Motion for a resolution

Amendment

11. Calls for a research and development programme which is specifically aimed at

11. Calls for a research and development programme which is specifically aimed at

mobility to be established and financially supported, with the aim of:

sustainable and safe mobility to be established and financially supported, with the aim of:

Or. cs

Amendment 222
Gesine Meissner

Motion for a resolution
Paragraph 11 – introductory part

Motion for a resolution

11. Calls for a research and development programme which is specifically aimed at mobility to be established and financially supported, with the aim of:

Amendment

11. Calls for a research and development programme which is specifically aimed at mobility to be established ***with a specific transposition strategy and timeline*** and financially supported, with the aim of:

Or. de

Amendment 223
Nathalie Griesbeck

Motion for a resolution
Paragraph 11 – introductory part

Motion for a resolution

11. ***Calls for a research and development programme which is specifically aimed at mobility to be established and financially supported, with the aim of:***

Amendment

11. ***Stresses that the EU must remain at the forefront of technological innovation in the field of transport, not only to meet its environmental objectives but also to enable the EU to continue to be a leading centre of production and research for all modes of transport, and to revitalise economic growth and job creation, and calls for:***

Or. fr

Amendment 224
Nathalie Griesbeck

Motion for a resolution
Paragraph 11 – indent 1

Motion for a resolution

Amendment

– maintaining the EU as a production and research centre for all forms of transport,

deleted

Or. fr

Amendment 225
Inés Ayala Sender

Motion for a resolution
Paragraph 11 – indent 1

Motion for a resolution

Amendment

– maintaining the EU as a production and research centre for all forms of transport,

*– maintaining the EU’s **leadership** as a production and research centre for all forms of transport, **the priorities of which are lower emissions in the sector, a better logistics chain, safety and better traffic management,***

Or. es

Amendment 226
Nathalie Griesbeck

Motion for a resolution
Paragraph 11 – indent 1 bis (new)

Motion for a resolution

Amendment

- a research and development programme to be implemented and given financial support;

Or. fr

Amendment 227
Philip Bradbourn

Motion for a resolution
Paragraph 11 – indent 2

Motion for a resolution

– creating intelligent, interoperational and linked systems *for transport guidance*, supporting SESAR, Galileo, ERTMS, PIDS, SafeSeaNet, LRIT und ITS and providing the required funding;

Amendment

– creating intelligent, interoperational and linked systems, supporting SESAR, Galileo, ERTMS, PIDS, SafeSeaNet, LRIT und ITS and providing the required funding;

Or. en

Amendment 228
Olga Sehnalová

Motion for a resolution
Paragraph 11 – indent 2

Motion for a resolution

– creating intelligent, interoperational and linked systems for transport guidance, supporting SESAR, Galileo, ERTMS, PIDS, SafeSeaNet, LRIT and ITS *and* providing the required funding;

Amendment

– creating intelligent, interoperational and linked systems for transport guidance, supporting SESAR, Galileo, ERTMS, PIDS, SafeSeaNet, LRIT and ITS, providing the required funding *and creating an effective control mechanism for their efficient use*;

Or. cs

Amendment 229
Saïd El Khadraoui

Motion for a resolution
Paragraph 11 – indent 2

Motion for a resolution

– creating intelligent, interoperational and linked systems for transport guidance, supporting SESAR, Galileo, ERTMS, PIDS, SafeSeaNet, LRIT und ITS and providing the required funding;

Amendment

– creating intelligent, interoperational and linked systems for transport guidance, supporting SESAR, Galileo, ERTMS, PIDS, SafeSeaNet, **River Information Services**, LRIT und ITS and providing the required funding;

Or. en

Amendment 230
Nathalie Griesbeck

Motion for a resolution
Paragraph 11 – indent 2

Motion for a resolution

– *creating intelligent, interoperational and linked systems for transport guidance*, supporting SESAR, Galileo, ERTMS, **PIDS**, SafeSeaNet, LRIT und ITS *and providing the required funding*;

Amendment

– *providing at least 10% of the EU research and development fund for the development of intelligent and environmentally friendly systems and thus* supporting SESAR, Galileo, ERTMS, SafeSeaNet, LRIT und ITS;

Or. fr

Amendment 231
Artur Zasada

Motion for a resolution
Paragraph 11 – indent 2

Motion for a resolution

– creating intelligent, interoperational and linked systems for transport guidance, supporting SESAR, Galileo, ERTMS, PIDS, SafeSeaNet, LRIT und ITS and providing the required funding;

Amendment

– creating intelligent, interoperational and linked systems for transport guidance, supporting SESAR, Galileo, **GMES**, ERTMS, PIDS, SafeSeaNet, LRIT und ITS and providing the required funding;

Or. en

Amendment 232

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 11 – indent 2 a (new)

Motion for a resolution

Amendment

- to develop concepts and systems that contribute to transport volume reduction and avoidance;

Or. en

Amendment 233

Ramon Tremosa i Balcells

Motion for a resolution

Paragraph 11 – indent 2 a (new)

Motion for a resolution

Amendment

- implementing the proposed technology roadmap in cooperation with all relevant stakeholders in order to understand the needs of the sector and better attribute EU funding accordingly; priority should be given to projects which decarbonise transport, increase the transparency of the supply chain, improve transport safety and security, improve traffic management and reduce administrative burdens;

- stresses the need for reliable tracking systems which nurture trust in eCommerce;

Or. en

Amendment 234

Gesine Meissner

Motion for a resolution
Paragraph 11 – indent 2 a (new)

Motion for a resolution

Amendment

- finding practice-oriented solutions with the participation of a group of experts from the fields of economics, science, politics and society;

Or. de

Amendment 235
Gesine Meissner

Motion for a resolution
Paragraph 11 – indent 2 b (new)

Motion for a resolution

Amendment

- continuing the e-safety initiative to increase road traffic safety and establish the infrastructure for the introduction of the e-call emergency call system while respecting data protection requirements;

Or. de

Amendment 236
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 11 bis (new)

Motion for a resolution

Amendment

11 bis. Stresses the importance of effective, efficient interoperability for the adequate development of modal transport;

Or. es

Amendment 237
Gesine Meissner

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Considers that bureaucratic hurdles should be reduced for all forms of transport and calls, therefore, for the increased harmonisation of transport documents, ***particularly for goods transport by road***, and for the submission, by 2013, of a proposal on the standardisation of ***freight*** documents;

Amendment

12. Considers that bureaucratic hurdles should be reduced for all forms of transport and calls, therefore, for the increased harmonisation of transport documents, and for the submission, by 2013, of a proposal on the standardisation of ***multimodal eFreight*** documents;

Or. en

Amendment 238
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Considers that bureaucratic hurdles should be reduced for all forms of transport and calls, therefore, for the increased harmonisation of transport documents, ***particularly for goods transport by road***, and for the submission, by 2013, of a proposal on the standardisation of freight documents;

Amendment

12. Considers that bureaucratic hurdles should be reduced for all forms of transport and calls, therefore, for the increased harmonisation of transport documents, and for the submission, by 2013, of a proposal on the standardisation of freight documents ***and e-documents, including also the facilitation of multimodal transport***;

Or. en

Amendment 239
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Considers that bureaucratic hurdles should be reduced for all forms of transport and calls, therefore, for the increased harmonisation of transport documents, **particularly for goods transport by road**, and for the submission, by 2013, of a proposal on the standardisation of freight documents;

Amendment

12. Considers that bureaucratic hurdles should be reduced for all forms of transport and calls, therefore, for the increased harmonisation of transport documents for **cross-border and intermodal transport with the promotion of 'e-freight'** and for the submission, by 2013, of a proposal on the standardisation of freight documents;

Or. en

Amendment 240
Elisabeth Jeggle

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Considers that bureaucratic hurdles should be reduced for all forms of transport and calls, therefore, for the increased harmonisation of transport documents, particularly for goods transport by road, and for the submission, by 2013, of a proposal on the standardisation of freight documents;

Amendment

12. Considers that bureaucratic hurdles should be reduced for all forms of transport and calls, therefore, for the increased harmonisation of transport documents, particularly for goods transport by road, and for the submission, by 2013, of a proposal on the standardisation of freight documents, **and a more business-friendly EU attestation form for non-driving days**;

Or. de

Amendment 241
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Considers that bureaucratic hurdles should be reduced for all forms of transport

Amendment

12. Considers that bureaucratic hurdles should be reduced for all forms of transport

and calls, therefore, for the increased harmonisation of transport documents, **particularly** for **goods** transport by road, and for the submission, by 2013, of a proposal on the standardisation of freight documents;

and calls, therefore, for the increased harmonisation of **goods** transport documents, **both** for transport by road **and for the air sector where the e-freight project must continue to be supported**, and for the submission, by 2013, of a proposal on the standardisation of freight documents;

Or. fr

Amendment 242
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Considers that bureaucratic hurdles should be reduced for all forms of transport and calls, therefore, for **the** increased harmonisation of transport documents, particularly for goods transport by road, and for the submission, by 2013, of a proposal on the standardisation of freight documents;

Amendment

12. Considers that bureaucratic hurdles should be reduced for all forms of transport and calls, therefore, for **simplification of the core legislation and** increased harmonisation of transport documents, particularly for goods transport by road, and for the submission, by 2013, of a proposal on the standardisation of freight documents;

Or. es

Amendment 243
Zigmantas Balčytis

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

12 a. Stresses that obstacles at border points to the efficient flow of road freight transport between the EU Member States, particularly those on the EU's eastern border and neighbouring countries,

Amendment

should be removed; underlines that simplifying border crossing procedures would cut time and costs;

Or. It

Amendment 244

Eva Lichtenberger, Michael Cramer, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 12 a (new)

Motion for a resolution

Amendment

12 a. Recognises that low emission / green zones can make an important contribution to improving air quality in urban areas, but cities should have the freedom to design and implement schemes based on their unique circumstances;

believes that a central information point for all schemes across the EU should be promoted to enable effective journey planning and a good example would be the expansion of <http://www.lowemissionzones.eu> and include road pricing zones;

Or. en

Amendment 245

Philip Bradbourn

Motion for a resolution

Paragraph 13

Motion for a resolution

Amendment

13. Stresses the need for the improvement and standardisation of control devices, such as speed cameras, on-board units and communications systems and media, and calls for the submission, by 2013, of a proposal for the mutual recognition and

deleted

interoperability of such devices;

Or. en

Amendment 246
Inés Ayala Sender

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Stresses the need for the improvement and standardisation of control devices, such as speed cameras, on-board units and communications systems and media, and calls for the submission, by 2013, of a proposal for the mutual recognition and interoperability of such devices;

Amendment

13. Stresses the need for the improvement and standardisation of control devices, such as speed cameras, on-board units and communications systems and media, and calls for the submission, by 2013, of a proposal for the mutual recognition and interoperability of such devices *with a view to ensuring better convergence in the application of traffic safety standards using a number of comparable methods and practices;*

Or. es

Amendment 247
Bogdan Kazimierz Marcinkiewicz

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Stresses the need for the improvement and standardisation of control devices, such as speed cameras, on-board units and communications systems and media, and calls for the submission, by 2013, of a proposal for the mutual recognition and interoperability of such devices;

Amendment

13. Stresses the need for the improvement and standardisation of control devices *and their common licensing*, such as speed cameras, on-board units and communications systems and media, and calls for the submission, by 2013, of a proposal for the mutual recognition and interoperability of such devices;

Or. pl

Amendment 248
Georges Bach

Motion for a resolution
Paragraph 13 a (new)

Motion for a resolution

Amendment

13 a. Stresses the importance of enhanced coordination and cooperation between the national authorities in cross-border prosecutions in the case of traffic offences in order to provide more safety and coherence in European road traffic;

Or. de

Amendment 249
Inés Ayala Sender

Motion for a resolution
Paragraph 13 bis (new)

Motion for a resolution

Amendment

13 bis. Calls on the Commission to present a proposal for the compulsory introduction of speed regulators with limits of 120 km/h for light commercial vehicles and 80 km/h for heavy vehicles with a view to improving road safety and reducing CO2 emissions;

Or. es

Amendment 250
Georgios Koumoutsakos

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Highlights the fact that direct improvements to, and the standardisation of, loading units and the dimensions of transport vehicles would optimise multi-modal transport;

Amendment

14. Highlights the fact that direct improvements to, and the standardisation of, loading units and the dimensions of transport vehicles would optimise multi-modal transport; ***loading units used in global transport should be taken into account;***

Or. en

Amendment 251

Hubert Pirker

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Highlights the fact that direct improvements to, and the standardisation of, loading units and the dimensions of transport vehicles would optimise multi-modal transport;

Amendment

14. Highlights the fact that direct improvements to, and the standardisation of, loading units and the dimensions of transport vehicles would optimise multi-modal transport; ***points out that new dimensions and weights of motorised vehicles must conform to the principle of cost transparency and must not entail any additional investments for the adaptation of road infrastructure;***

Or. de

Amendment 252

Saïd El Khadraoui, Olga Sehnalová, Brian Simpson

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Highlights the fact that ***direct improvements*** to, and the standardisation

Amendment

14. Highlights the fact that ***changes*** to, and the standardisation of, loading units and the

of, loading units and the dimensions of transport vehicles *would optimise multi-modal* transport;

dimensions of transport vehicles *should demonstrate benefits in terms of fuel savings, emission reductions and increased road safety while facilitating multimodal* transport;

Or. en

Amendment 253
Spyros Danellis

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Highlights the fact that direct improvements to, and the standardisation of, loading units and the dimensions of transport vehicles would optimise multi-modal transport;

Amendment

14. Highlights the fact that direct improvements to, and the standardisation of, loading units and the dimensions of transport vehicles would optimise multi-modal transport; *at the same time, standard loading units used in global transport should be taken into account;*

Or. en

Amendment 254
Corien Wortmann-Kool

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Highlights the fact that direct improvements to, and the standardisation of, loading units and the dimensions of transport vehicles would optimise multi-modal transport;

Amendment

14. Highlights the fact that direct improvements to, and the standardisation of, loading units and the dimensions of transport vehicles would optimise multi-modal transport; *stresses that the European Commission should promote the use of LHVs in cross-border transport to achieve CO2 reduction and an optimisation of transport;*

Amendment 255

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Highlights the fact that *direct improvements to, and the standardisation of, loading units and the dimensions of transport vehicles would optimise* multi-modal transport;

Amendment

14. Highlights the fact that *not increasing today's standardised weights and dimensions of transport vehicles, that have been fixed EU wide, optimises* multi-modal transport;

Amendment 256

Gesine Meissner

Motion for a resolution

Paragraph 14 a (new)

Motion for a resolution

Amendment

14 a. Notes that some opportunities for emission reductions in transport have not been exploited so far; for instance the case of EMS (European Modular System) or the development of new loading units and aerodynamic devices;

Amendment 257

Dieter-Lebrecht Koch

Motion for a resolution

Paragraph 14 a (new)

Motion for a resolution

Amendment

14 a. Stresses that certain more cost-effective options for the reduction of traffic emissions such as EMS (European Modular System) or other developments of new charging units and aerodynamic devices have not yet been fully exploited;

Or. de

Amendment 258
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 14 bis (new)

Motion for a resolution

Amendment

14 bis. Underlines the importance of the various European transport agencies and calls for fresh impetus to strengthen their European dimension;

Or. es

Amendment 259
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14 a. Calls on Member States to support and work towards a level playing field between all modes of transport in terms of energy taxation and Value Added Tax (VAT);

Or. en

Amendment 260
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 14 ter (new)

Motion for a resolution

Amendment

14 ter. Supports the use of Eurobonds to finance the transport infrastructure needed to complete the TEN-Ts;

Or. es

Amendment 261
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 14 quater (new)

Motion for a resolution

Amendment

14 quater. Taking into account the fact that the local and regional bodies have significant competences in the area of transport policy, it is essential for them to be able to participate through a multi-level governance approach;

Or. es

Amendment 262
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 15 – indent 1

Motion for a resolution

Amendment

– another review of the rules on driving and rest times for passenger and goods transport, and the implementation

deleted

thereof, by 2014;

Or. en

Amendment 263
Olga Sehnalová

Motion for a resolution
Paragraph 15 – indent 1

Motion for a resolution

Amendment

– another review of the rules on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014;

deleted

Or. en

Amendment 264
Philip Bradbourn

Motion for a resolution
Paragraph 15 – indent 1

Motion for a resolution

Amendment

– another review of the rules on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014,

– social regulation on road transport to be amended to allow more flexibility whilst maintaining a safe approach to drivers rest hours; calls for another review of the rules on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014;

Or. en

Amendment 265
Peter van Dalen

Motion for a resolution
Paragraph 15 – indent 1

Motion for a resolution

– **another review of** the rules on driving and rest times for passenger and goods transport, **and the implementation thereof, by 2014;**

Amendment

– **the Commission to present a harmonised interpretation of the implementation and enforcement of** the rules on driving and rest times for passenger and goods transport **by the end of 2013;**

Or. nl

Amendment 266
Georges Bach

Motion for a resolution
Paragraph 15 – indent 1

Motion for a resolution

– another review of the rules on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014;

Amendment

– another review of the rules on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014, **taking account of the European Parliament's proposals on harmonisation between Member States of the penalties applying in the event of serious contravention of the social regulations in road transport;**

Or. fr

Amendment 267
Corien Wortmann-Kool

Motion for a resolution
Paragraph 15 – indent 1

Motion for a resolution

– another review of the rules on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014;

Amendment

– another review of the rules on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014, **stresses that regarding the rules**

on driving and rest times uniform and fair enforcement with the emphasis on harmonisation of national systems in the EU is needed;

Or. en

Amendment 268
Elisabeth Jeggle

Motion for a resolution
Paragraph 15 – indent 1

Motion for a resolution

– another review of the rules on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014;

Amendment

– another review of the rules on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014; *in particular the scope for judgment of the enforcement officers has to be increased to prevent the prosecution of offences that are evidently caused by forces majeure;*

Or. de

Amendment 269
Luis de Grandes Pascual

Motion for a resolution
Paragraph 15 – indent 1

Motion for a resolution

– another review of the rules on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014;

Amendment

– another review of the rules on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014, *considers that drivers of long-distance goods vehicles should be able to take weekly breaks at home, without compromising road safety objectives; believes that it is also necessary to harmonise the restrictions on goods transport journeys throughout the*

Amendment 270
Mara Bizzotto

Motion for a resolution
Paragraph 15 – indent 1

Motion for a resolution

– another review *of the rules* on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014;

Amendment

– another review *of the regulatory framework* on driving and rest times for passenger and goods transport, and the implementation thereof, by 2014;

Or. it

Amendment 271
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 15 – indent 1

Motion for a resolution

– another review of the rules on driving and rest times for passenger *and* goods transport, and the implementation thereof, by 2014;

Amendment

– another review of the rules on driving and rest times for passengers, *including long-distance services and journeys shorter than 50 km, transport by road, goods transport, and the transport of vehicles used for construction and public works*, and the implementation thereof, by 2014;

Or. es

Amendment 272
Philip Bradbourn

Motion for a resolution
Paragraph 15 – indent 1 a (new)

Motion for a resolution

Amendment

- the Working Time Directive for mobile workers to be clarified, especially in its definition of duty-time and time not spent specifically in control of a vehicle;

Or. en

Amendment 273
Michael Cramer, Eva Lichtenberger, Keith Taylor

Motion for a resolution
Paragraph 15 – indent 2

Motion for a resolution

Amendment

- a 40% increase in the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

deleted

Or. en

Amendment 274
Christine De Veyrac

Motion for a resolution
Paragraph 15 – indent 2

Motion for a resolution

Amendment

- a 40% increase in the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

deleted

Or. fr

Amendment 275
Olga Sehnalová

Motion for a resolution
Paragraph 15 – indent 2

Motion for a resolution

– *a 40% increase in the number of* parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 *figures*;

Amendment

– *by 2014, a plan to be submitted for an increase in the number and quality of existing* parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN), *according to the specific conditions* in each Member State compared with 2010 *values*;

Or. cs

Amendment 276
Mathieu Grosch

Motion for a resolution
Paragraph 15 – indent 2

Motion for a resolution

– *a 40% increase in* the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

Amendment

– *by 2020, to increase by 40%* the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

Or. de

Amendment 277
Peter van Dalen

Motion for a resolution
Paragraph 15 – indent 2

Motion for a resolution

– a 40% increase in the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

Amendment

– a 40% increase in the number of **secure** parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

Or. nl

Amendment 278

Jim Higgins

**Motion for a resolution
Paragraph 15 – indent 2**

Motion for a resolution

– a 40% increase in the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

Amendment

– a 40% increase in the number of **secure** parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

Or. en

Amendment 279

Georges Bach

**Motion for a resolution
Paragraph 15 – indent 2**

Motion for a resolution

– a 40% increase in the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

Amendment

– a 40% increase in the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures, **taking safety and hygiene standards in particular into account**;

Or. de

Amendment 280
Bogdan Kazimierz Marcinkiewicz

Motion for a resolution
Paragraph 15 – indent 2

Motion for a resolution

– a **40% increase** in the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

Amendment

– **an increase of up to 40%** in the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

Or. pl

Amendment 281
Inés Ayala Sender

Motion for a resolution
Paragraph 15 – indent 2

Motion for a resolution

– a 40% increase in the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in **each Member State compared with 2010 figures**;

Amendment

– a 40% increase, **compared with 2010 figures**, in the number of **secure** parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in **those corridors where they are needed most**;

Or. es

Amendment 282
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 15 – indent 2

Motion for a resolution

– a **40%** increase in the number of parking

Amendment

– **an assessment of and, if necessary, an**

spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State *compared with 2010 figures*;

increase in the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State *in order to meet hauliers' needs*;

Or. fr

Amendment 283
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 15 – indent 2

Motion for a resolution

– a **40%** increase in the number of parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

Amendment

– **by 2015**, a **50%** increase in the number of **secure** parking spaces for heavy goods vehicles on the Trans-European Road Network (TERN) in each Member State compared with 2010 figures;

Or. ro

Amendment 284
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 15 – indent 2 a (new)

Motion for a resolution

Amendment

- to fix EU co-funding for road infrastructure at maximum 20% of the total EU transport co-funding;

Or. en

Amendment 285
Laurence J.A.J. Stassen

Motion for a resolution
Paragraph 15 – indent 3

Motion for a resolution

Amendment

– *the Commission to support Member State initiatives to create a safe and environmentally friendly fleet by means of tax incentives;*

deleted

Or. nl

Amendment 286
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 15 – indent 3

Motion for a resolution

Amendment

– the Commission to support Member State initiatives to create a safe and environmentally friendly fleet by means of tax *incentives*;

– the Commission to support Member State initiatives to create a safe and environmentally friendly fleet by *all modes by* means of *bonus-malus* tax *initiatives*;

Or. en

Amendment 287
Ismail Ertug

Motion for a resolution
Paragraph 15 – indent 3

Motion for a resolution

Amendment

– the Commission to support Member State initiatives to create a safe and environmentally friendly fleet by means of tax incentives;

– the Commission to support Member State initiatives to create a safe and environmentally friendly fleet by means of tax incentives, *which exclusively contains vehicles with a registration demonstrating that the infrastructure will not be permanently destroyed*;

Or. de

Amendment 288
Inés Ayala Sender

Motion for a resolution
Paragraph 15 – indent 3

Motion for a resolution

– the Commission to support Member State initiatives to create a safe and environmentally friendly fleet by means of tax incentives;

Amendment

– the Commission to support Member State initiatives to create a safe and environmentally friendly fleet, ***including motorised and non-motorised two- and three-wheeled vehicles, and to encourage its periodical renewal*** by means of tax incentives, ***green tendering, etc.***;

Or. en

Amendment 289
Mara Bizzotto

Motion for a resolution
Paragraph 15 – indent 3

Motion for a resolution

– the Commission to support Member State initiatives to create a safe and environmentally friendly fleet by means of tax incentives;

Amendment

– the Commission to support Member State initiatives to create a safe and environmentally friendly fleet by means of tax incentives, ***amending Community guidelines on State aid for environmental protection (2001/C37/03) in order to extend their scope to recently manufactured vehicles with particulate filters, in addition to vehicles produced in the future;***

Or. it

Amendment 290
Georges Bach

Motion for a resolution
Paragraph 15 – indent 3 a (new)

Motion for a resolution

Amendment

- a rapid cancellation of all restrictions on cabotage in order to facilitate economically and ecologically optimum usage of the transport vehicles and to avoid unnecessary empty runs as far as possible, accompanied by a harmonisation of the social provisions in order to prevent wage dumping and guarantee fair competition;

Or. de

Amendment 291
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 15 – indent 3 bis (new)

Motion for a resolution

Amendment

- the presentation of a comprehensive innovation plan to promote efficiency, sustainability and job creation;

Or. es

Amendment 292
Georges Bach

Motion for a resolution
Paragraph 15 – indent 4

Motion for a resolution

Amendment

– an improvement in the initial and further training of persons employed in the transport sector, and in access to those professions, in order to harmonise working conditions and salaries;

– an improvement in the initial and further training of persons employed in the transport sector, and in access to those professions, in order, **on the one hand**, to harmonise working conditions and salaries

and, on the other hand, significantly to boost the attractiveness of these professions and hence actively counteract the constantly increasing skills shortages;

Or. de

Amendment 293
Peter van Dalen

Motion for a resolution
Paragraph 15 – indent 4

Motion for a resolution

– an improvement in the initial and further training of persons employed in the transport sector, and in access to those professions, *in order to harmonise working conditions and salaries;*

Amendment

– an improvement in the initial and further training of persons employed in the transport sector, and in access to those professions;

Or. nl

Amendment 294
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 15 – indent 4

Motion for a resolution

– an improvement in the initial and further training of persons employed in the transport sector, and in access to those professions, in order to harmonise working conditions and salaries;

Amendment

– an improvement in the initial and further training of persons employed in the transport sector, *including the treatment of, and assistance for, the disabled,* and in access to those professions, in order to harmonise working conditions and salaries,

Or. es

Amendment 295
Gesine Meissner

Motion for a resolution
Paragraph 15 – indent 4

Motion for a resolution

– an improvement in the initial and further training of persons employed in the transport sector, and in access to those professions, in order to harmonise working conditions *and salaries*;

Amendment

– an improvement in the initial and further training of persons employed in the transport sector, and in access to those professions, in order to harmonise working conditions;

Or. de

Amendment 296
Mara Bizzotto

Motion for a resolution
Paragraph 15 – indent 4

Motion for a resolution

– an improvement in the initial and further training of persons employed in the transport sector, and in access to those professions, in order to harmonise working conditions and salaries;

Amendment

– an improvement in the initial and further training of persons employed in the transport sector, and in access to those professions, in order to harmonise working conditions and salaries; *full and standardised training of those carrying out controls on the roads and motorways of the Member States in order to ensure uniform and effective application of EU rules*;

Or. it

Amendment 297
Olga Sehnalová

Motion for a resolution
Paragraph 15 – indent 4

Motion for a resolution

– an improvement in the initial and further training of persons employed in the

Amendment

– an improvement in the initial and further training of persons employed in the

transport sector, and in access to those professions, in order to *harmonise* working conditions and *salaries*;

transport sector, and in access to those professions, in order to *improve the* working conditions and *make the sector more attractive*;

Or. en

Amendment 298
Marita Ulvskog

Motion for a resolution
Paragraph 15 – subparagraph 1 (new)

Motion for a resolution

Amendment

- measures to ensure that an agreement on a social code for mobile transport workers, addressing the problem of disguised self-employment is solved before the elimination of remaining restrictions on cabotage is pursued;

Or. en

Amendment 299
Peter van Dalen

Motion for a resolution
Paragraph 15 – indent 4 bis (new)

Motion for a resolution

Amendment

- the Commission to present proposals for removing the current cabotage restrictions on passenger and goods transport by the end of 2013;

Or. nl

Amendment 300
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 15 – indent 4 a (new)

Motion for a resolution

Amendment

- an EU standardised methodology to calculate the carbon footprint of transport and logistics operations to avoid a proliferation of national approaches and support for industry initiatives to promote carbon footprint calculation especially for road freight transport;

Or. en

Amendment 301
Corien Wortmann-Kool

Motion for a resolution
Paragraph 15 – indent 4 a (new)

Motion for a resolution

Amendment

- a roadmap for further completion of the internal market in the area of transport i.e. with regard to cabotage;

Or. en

Amendment 302
Philippe De Backer

Motion for a resolution
Paragraph 15 – indent 4 a (new)

Motion for a resolution

Amendment

- the elimination of the restrictions on cabotage, as these lead to a distortion of the internal market;

Or. en

Amendment 303
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 15 – indent 4 bis (new)

Motion for a resolution

Amendment

- a specific regulation for recreational vehicles, taking into account that this group is on the increase;

Or. es

Amendment 304
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 15 – indent 4 bis (new)

Motion for a resolution

Amendment

- as part of the future proposal on the liberalisation of road haulage, the Commission to take account of the specific nature of the road sector as a mobile activity that must be able to be pursued without distorting competition in the different Member States of the European Union;

Or. fr

Amendment 305
Bendt Bendtsen, Anne E. Jensen

Motion for a resolution
Paragraph 15 – indent 4 a (new)

Motion for a resolution

Amendment

- a solution to the fact that modular road

trains cannot cross country borders, and that this is detrimental for an increased use of this method of road transport;

Or. en

Amendment 306
Sabine Wils

Motion for a resolution
Paragraph 15 – indent 4 a (new)

Motion for a resolution

Amendment

- by 2013, the submission of a ‘Walking and Cycling Master Plan’, whereby, from 2014, at least 15% of EU co-funding should be invested in non-motorised carriers;

Or. de

Amendment 307
Peter van Dalen

Motion for a resolution
Paragraph 15 – indent 4 ter (new)

Motion for a resolution

Amendment

- the Commission to present proposals for permitting longer heavier vehicles (LHVs) on European roads by the end of 2013;

Or. nl

Amendment 308
Nuno Teixeira

Motion for a resolution
Paragraph 16 – indent 1

Motion for a resolution

– a proposal on the ‘Blue Belt’;

Amendment

– a proposal on the ‘Blue Belt’, ***and its importance to the maritime economy, particularly in developing the potential of motorways of the sea and in creating strategic hubs, which are fundamental to intra- and inter-European trade;***

Or. pt

Amendment 309
Giommaria Uggias

Motion for a resolution
Paragraph 16 – indent 1

Motion for a resolution

– a proposal on the ‘Blue Belt’;

Amendment

– a proposal on the ‘Blue Belt’, ***providing for specific and effective rules on the transport of hazardous goods;***

Or. it

Amendment 310
Gesine Meissner

Motion for a resolution
Paragraph 16 – indent 1

Motion for a resolution

– a proposal on the ‘Blue Belt’;

Amendment

– a proposal on the ‘Blue Belt’ ***by 2013, to facilitate the formalities for ships operating between EU ports and achieve a real single market for intra-EU maritime transport;***

Or. en

Amendment 311
Ismail Ertug

Motion for a resolution
Paragraph 16 – indent 1

Motion for a resolution

– a proposal on the ‘Blue Belt’;

Amendment

– a proposal on the ‘Blue Belt’, *which guarantees that the supplementation by ‘blue waterways’ only takes place with compliance with existing environmental and nature conservation legislation;*

Or. de

Amendment 312
Dominique Vlasto, Michel Dantin

Motion for a resolution
Paragraph 16 – indent 1

Motion for a resolution

– a proposal on the ‘Blue Belt’;

Amendment

– a proposal on the ‘Blue Belt’, *on the basis of a full evaluation of its implementation by Member States;*

Or. fr

Amendment 313
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 16 – indent 1

Motion for a resolution

– a proposal on the ‘Blue Belt’;

Amendment

– a proposal on the ‘Blue Belt’ *and subsequent creation of a solid maritime services system accompanied by fresh impetus for the motorways of the sea, highlighting the importance of boats as real mobile infrastructure;*

Amendment 314
Gesine Meissner

Motion for a resolution
Paragraph 16 – indent 1 a (new)

Motion for a resolution

Amendment

- the introduction of a European policy for short and medium sea shipping, in order to use the spare capacity of inland waterways and to achieve the EU objectives for reducing greenhouse gas emissions in the transport sector;

Or. en

Amendment 315
Anne E. Jensen, Vilja Savisaar-Toomast

Motion for a resolution
Paragraph 16 – indent 1 a (new)

Motion for a resolution

Amendment

- initiatives to ensure that reduction of sulphur emissions from ships does not result in backward modal shift;

Or. en

Amendment 316
Saïd El Khadraoui

Motion for a resolution
Paragraph 16 – indent 2

Motion for a resolution

Amendment

– continuing support for the NAIADES

– a proposal by the Commission on a new

programme, *with an assessment of its success to be carried out in 2013, following its expiry, and its retention to be considered, if appropriate;*

action programme *on inland waterway transport in order to ensure the continuation of the current NAIADES programme as of 2014;*

Or. en

Amendment 317
Petra Kammerevert

Motion for a resolution
Paragraph 16 – indent 2

Motion for a resolution

– continuing support for the NAIADES programme, with *an assessment of its success to be carried out in 2013, following its expiry, and its retention to be considered, if appropriate;*

Amendment

– continuing support for the NAIADES programme, with *a follow-up programme agreed by 2013, following its expiry, containing appropriate instruments for a successful implementation;*

Or. en

Amendment 318
Peter van Dalen

Motion for a resolution
Paragraph 16 – indent 2

Motion for a resolution

– continuing support for the NAIADES programme, *with an assessment of its success to be carried out in 2013, following its expiry, and its retention to be considered, if appropriate;*

Amendment

– continuing support for the NAIADES programme;

Or. nl

Amendment 319
Corien Wortmann-Kool

Motion for a resolution
Paragraph 16 – indent 2

Motion for a resolution

– continuing support for the NAIADES programme, with ***an assessment of its success to be carried out in 2013***, following its expiry, ***and its retention to be considered, if appropriate***;

Amendment

– continuing support for the NAIADES programme, with ***a follow-up programme agreed by 2013***, following its expiry, ***containing appropriate instruments for a successful implementation***;

Or. en

Amendment 320
Ismail Ertug

Motion for a resolution
Paragraph 16 – indent 2

Motion for a resolution

– continuing support for the NAIADES programme, with an assessment of its success to be carried out in 2013, following its expiry, and its retention to be considered, if appropriate;

Amendment

– continuing support for the NAIADES programme ***with compliance with existing environmental and nature conservation legislation*** with an assessment of its success to be carried out in 2013, following its expiry, and its retention to be considered, if appropriate;

Or. de

Amendment 321
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 16 – indent 2

Motion for a resolution

– continuing support for the NAIADES programme, with an assessment of its success to be carried out in 2013, following its expiry, and ***its retention to be considered, if appropriate***;

Amendment

– continuing support for the NAIADES programme, with an assessment of its success to be carried out in 2013, following its expiry, and ***the continuation of this programme for the period 2014-2020***;

Amendment 322
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 16 – indent 2 bis (new)

Motion for a resolution

Amendment

- the importance of the shipping sector to be seen in a strategic light and, based on the proposals set out, for the introduction of a programme to promote and help finance innovative projects aimed at reducing emissions, protecting the environment and improving energy efficiency;

Amendment 323
Nuno Teixeira

Motion for a resolution
Paragraph 16 – indent 3

Motion for a resolution

Amendment

– a proposal on a 20% increase in the number of multi-modal connections (platforms) for inland waterways, inland ports and rail transport by 2020, compared with 2010 figures, and corresponding financial support;

– a proposal on a 20% increase in the number of multi-modal connections (platforms) for inland waterways, inland ports and rail transport by 2020, compared with 2010 figures, and corresponding financial support, *and therefore the extension beyond 2013 of the Marco Polo programme, given its importance to multi-modal transport and the development of shipping lanes;*

Amendment 324
Petra Kammerevert

Motion for a resolution
Paragraph 16 – indent 3

Motion for a resolution

– a proposal on a **20%** increase in *the number of multi-modal connections (platforms)* for inland *waterways, inland ports and rail transport* by 2020, *compared with 2010 figures*, and *corresponding financial support*;

Amendment

– a proposal on a *better integration of inland waterway transport into the co-modal transport and logistics chain through a 10%* increase in *financial support* for *better multimodal connections to and from* inland ports by 2020, and *for the creation of additional multimodal platforms and inland ports, if needed*;

Or. en

Amendment 325
Gesine Meissner

Motion for a resolution
Paragraph 16 – indent 3

Motion for a resolution

– a proposal on a **20%** increase in the number of multi-modal connections (platforms) for inland waterways, inland ports and rail transport by 2020, compared with 2010 figures, and corresponding financial support;

Amendment

– *for the efficient usage of the potential for shipping*, a proposal on a **20%** increase in the number of multi-modal connections (platforms) for inland waterways, inland ports and rail transport by 2020, compared with 2010 figures, *the expansion of multimodal corridors* and corresponding financial support *for these projects*;

Or. de

Amendment 326
Philippe De Backer

Motion for a resolution
Paragraph 16 – indent 3

Motion for a resolution

– a proposal on a 20% increase in ***the number of multi-modal connections (platforms)*** for inland ***waterways, inland ports and rail transport*** by 2020, ***compared with 2010 figures, and corresponding financial support;***

Amendment

– a proposal on a ***better integration of inland waterway transport into the co-modal transport and logistics chain through a 20% increase in financial support*** for ***better multimodal connections to and from inland ports*** by 2020, and ***for the creation of additional multimodal platforms and inland ports, if needed;***

Or. en

Amendment 327
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 16 – indent 3 bis (new)

Motion for a resolution

Amendment

- consideration to be given to the EMSA's instruments to help find a solution to the piracy problem;

Or. es

Amendment 328
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 16 – indent 4

Motion for a resolution

Amendment

– the dedication of at least 10% of TEN-T funding to inland waterway projects;

deleted

Or. es

Amendment 329

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 16 – indent 4

Motion for a resolution

– the dedication of **at least 10% of TEN-T funding to** inland waterway projects;

Amendment

– the dedication of **EU co-funding for** inland waterway projects **that have a positive environmental impact assessment, including the promotion of river-adapted ships in sustainable inland navigation (RASSIN) that contribute to financial savings in waterway infrastructure investments;**

Or. en

Amendment 330

Nuno Teixeira

Motion for a resolution

Paragraph 16 – indent 4

Motion for a resolution

– the dedication of at least 10% of TEN-T funding to inland waterway projects;

Amendment

– the dedication of at least 10% of TEN-T funding to inland waterway projects **and sea ports;**

Or. pt

Amendment 331

Mathieu Grosch

Motion for a resolution

Paragraph 16 – indent 4

Motion for a resolution

– **the dedication** of at least 10% of TEN-T funding to inland waterway projects;

Amendment

– **under the next financial framework 2014-2020, the provision** at least 10% of TEN-T funding for projects to inland

waterway projects;

Or. de

Amendment 332
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 16 – indent 4

Motion for a resolution

– the dedication of at least 10% of TEN-T funding to inland *waterway* projects;

Amendment

– the dedication of at least 10% of TEN-T funding to *multimodal connections for inland waterways, inland ports and rail transport* projects;

Or. en

Amendment 333
Petra Kammerevert

Motion for a resolution
Paragraph 16 – indent 4

Motion for a resolution

– the dedication of at least **10%** of TEN-T funding to inland *waterway* projects;

Amendment

– the dedication of at least **15%** of TEN-T funding to *projects that improve sustainable and multi-modal connections of seaports, inland ports and multimodal platforms, with an emphasis on waterborne transport* projects;

Or. en

Amendment 334
Inés Ayala Sender

Motion for a resolution
Paragraph 16 – indent 4

Motion for a resolution

– the dedication of at least 10% of TEN-T funding to inland waterway projects;

Amendment

– the dedication of at least 10% of TEN-T funding to inland waterway projects ***and connections with dry ports and logistics platforms***;

Or. es

Amendment 335
Corien Wortmann-Kool

Motion for a resolution
Paragraph 16 – indent 4

Motion for a resolution

– the dedication of at least **10%** of TEN-T funding to inland waterway projects;

Amendment

– the dedication of at least **25%** of TEN-T funding to inland waterway projects ***and multi-modal connections and ports***;

Or. en

Amendment 336
Philippe De Backer

Motion for a resolution
Paragraph 16 – indent 4

Motion for a resolution

– the dedication of at least **10%** of TEN-T funding to inland ***waterway*** projects;

Amendment

– the dedication of at least **30%** of TEN-T funding to ***projects that improve sustainable and multimodal connections of seaports, inland ports and multimodal platforms, with an emphasis on waterborne transport*** projects;

Or. en

Amendment 337
Dominique Vlasto, Michel Dantin

Motion for a resolution
Paragraph 16 – indent 4

Motion for a resolution

– the dedication of at least **10%** of TEN-T funding to inland waterway projects;

Amendment

– the dedication of at least **20%** of TEN-T funding to inland waterway *and maritime* projects *and to projects to create and improve sustainable and multi-modal connections between sea and river ports and logistics platforms at the land-sea-river interface*;

Or. fr

Amendment 338
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 16 – indent 4

Motion for a resolution

– the dedication of at least **10%** of TEN-T funding to inland waterway projects;

Amendment

– the dedication of at least **20%** of TEN-T funding to inland waterway projects;

Or. ro

Amendment 339
Georgios Koumoutsakos

Motion for a resolution
Paragraph 16 – indent 5

Motion for a resolution

– the harmonisation of training in shipping with an international standard by 2012, in view of the international nature of maritime transport, and the submission of a proposal on the mutual recognition of

Amendment

– the harmonisation of training in shipping with an international standard by 2012, in view of the international nature of maritime transport, and the submission of a proposal on the mutual recognition of

framework conditions on training for port workers before the end of 2013;

framework conditions on training for port workers before the end of 2013. ***Any new EU legislation in this field should take account of existing requirements such as the IMO Standards of Training Certification and Watchkeeping (STCW) Convention, avoiding thus to introduce additional regional measures;***

Or. en

Amendment 340
Gesine Meissner

Motion for a resolution
Paragraph 16 – indent 5

Motion for a resolution

– the harmonisation of training in shipping with an international standard by 2012, in view of the international nature of maritime transport, and the submission of a proposal on the mutual recognition of framework conditions on training for port workers before the end of 2013;

Amendment

– the harmonisation of training in shipping with an international standard by 2012, in view of the international nature of maritime transport, and the submission of a proposal on the mutual recognition of framework conditions on training for port workers before the end of 2013, ***as well as a strategy for recruiting junior staff for maritime professions;***

Or. de

Amendment 341
Dominique Vlasto, Michel Dantin

Motion for a resolution
Paragraph 16 – indent 5

Motion for a resolution

– ***the harmonisation of training in shipping with an international standard by 2012***, in view of the international nature of maritime transport, and the submission of a proposal on the mutual recognition of

Amendment

– in view of the international nature of maritime transport, ***the rapid adoption of the Commission’s proposal of 14 September 2011 to update Directive (EC) No 2008/106 by integrating the 2006***

framework conditions on training for port workers before the end of 2013;

revision of the STCW Convention, and the submission of a proposal on the mutual recognition of framework conditions on training for port workers before the end of 2013;

Or. fr

Amendment 342
Antonio Cancian

Motion for a resolution
Paragraph 16 – indent 5 bis (new)

Motion for a resolution

Amendment

- the extension of the principle of eco-bonuses to the motorways of the sea, providing incentives for a reduction in emissions achieved through maritime transport of road vehicles;

Or. it

Amendment 343
Luis de Grandes Pascual

Motion for a resolution
Paragraph 16 – indent 5 bis (new)

Motion for a resolution

Amendment

- in relation to TEN funds, attention to be paid to the need to increase the multimodal connections between sea ports and rail and road transport;

Or. es

Amendment 344
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 16 – indent 5 a (new)

Motion for a resolution

Amendment

- the Commission to draw up and submit a proposal for an integrated common policy on the EU's inland waterways similar to the EU common maritime policy, to include development of inland transport services and ways of connecting them with other transport modes, development of the areas surrounding inland waterways, protection of water environment, etc.;

Or. ro

Amendment 345
Mara Bizzotto

Motion for a resolution
Paragraph 16 – indent 5 bis (new)

Motion for a resolution

Amendment

- the extension of the principle of eco-bonuses to the motorways of the sea, providing incentives for a reduction in emissions achieved through maritime transport of road vehicles;

Or. it

Amendment 346
Knut Fleckenstein, Olga Sehnalová

Motion for a resolution
Paragraph 16 – indent 6

Motion for a resolution

Amendment

– the Commission to submit a proposal for rules governing port services by 2014;

deleted

Or. de

Amendment 347
Gesine Meissner

Motion for a resolution
Paragraph 16 – indent 6

Motion for a resolution

Amendment

– the Commission to submit a proposal for rules governing port services by 2014; *deleted*

Or. en

Amendment 348
Peter van Dalen

Motion for a resolution
Paragraph 16 – indent 6

Motion for a resolution

Amendment

– the Commission to submit a proposal for rules governing port services by 2014; *deleted*

Or. nl

Amendment 349
Saïd El Khadraoui

Motion for a resolution
Paragraph 16 – indent 6

Motion for a resolution

Amendment

– the Commission to submit a proposal for rules governing port services by 2014; *deleted*

Or. en

Amendment 350
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 16 – indent 6

Motion for a resolution

– the Commission to submit a proposal for rules governing port *services* by 2014;

Amendment

– the Commission to submit a proposal for rules governing *transparency and public financing of port authorities* by 2014;

Or. en

Amendment 351
Jim Higgins

Motion for a resolution
Paragraph 16 – indent 6

Motion for a resolution

– the Commission to *submit a proposal* for rules governing port services by 2014;

Amendment

– the Commission to *clarify its intentions on possible proposals* for rules governing port services by 2014;

Or. en

Amendment 352
Corien Wortmann-Kool

Motion for a resolution
Paragraph 16 – indent 6

Motion for a resolution

– the Commission to *submit a proposal for rules governing port services* by 2014;

Amendment

– the Commission to *review the implementation of the 2007 Ports Policy Communication* by 2014, *and to propose clear guidelines and non-legislative measures that will guarantee the level playing field and the creation of a greater balance between investment continuity and market openness*;

Amendment 353
David-Maria Sassoli, Guido Milana

Motion for a resolution
Paragraph 16 – indent 6

Motion for a resolution

– the Commission to submit a proposal for rules governing port services by 2014;

Amendment

– the Commission to submit a proposal for rules governing port services by 2014, ***with specific reference to technical-nautical services a regulation of market access and of their functioning is still necessary to safeguard the safety of navigation, the security and the environmental protection;***

Amendment 354
Dominique Vlasto, Michel Dantin

Motion for a resolution
Paragraph 16 – indent 6

Motion for a resolution

– the Commission to submit a proposal for rules governing port services by 2014;

Amendment

– the Commission to submit a proposal for rules governing port services by 2014, ***on the basis of an in-depth evaluation of the guidelines set out in October 2007 on the European ports policy, and taking account of the implementation of national legislation on the subject, in particular on the mode of governance and operation of maritime ports;***

Amendment 355
Giommaria Uggias

Motion for a resolution
Paragraph 16 – indent 6 bis (new)

Motion for a resolution

Amendment

- the introduction of effective rules on links between the islands and the rest of the continent, and clear guidelines on the public transport obligations in this area in order to overcome the obstacles imposed by isolation;

Or. it

Amendment 356
Guido Milana

Motion for a resolution
Paragraph 16 – indent 6 bis (new)

Motion for a resolution

Amendment

- the introduction of a real European policy for short and medium shipping, in order to permit a massive modal shift from road to sea transport and thus achieve the EU objectives for reducing greenhouse gas emissions in the transport sector;

- a European scheme to be studied and tested based on granting support for all ships using biofuel;

Or. it

Amendment 357
Gesine Meissner

Motion for a resolution
Paragraph 16 – indent 6 a (new)

Motion for a resolution

Amendment

- when specifying reduction goals for ships' emissions, measures to avoid distortions of competition within the EU;

Or. de

Amendment 358
Carlo Fidanza, Antonio Cancian

Motion for a resolution
Paragraph 16 – indent 6 bis (new)

Motion for a resolution

Amendment

- account to be taken, within the framework of liberalisation of port services, of the special characteristics of technical maritime services, which have a direct impact on sea transport safety and environmental protection; it is hoped that any future initiative by the Commission will be preceded by careful consultation of the parties involved and will be discussed with the full involvement of all of the relevant institutions;

Or. it

Amendment 359
Christine De Veyrac

Motion for a resolution
Paragraph 17 – indent 1

Motion for a resolution

Amendment

– a proposal, by 2015, on the **creation** of a single European airspace by further reducing functional airspace blocks, with the Member States also being called upon to promote the implementation of the

– a proposal, by 2015, on the **continued construction** of a single European airspace by further reducing functional airspace blocks, with the Member States also being called upon to promote the implementation

single European airspace;

of the single European airspace;

Or. fr

Amendment 360

Mathieu Grosch

Motion for a resolution

Paragraph 17 – indent 1

Motion for a resolution

– a proposal, by **2015**, on the creation of a single European airspace by further reducing functional airspace blocks, with the Member States also being called upon to promote the implementation of the single European airspace;

Amendment

– a proposal, by **2013**, on the creation of a single European airspace by further reducing functional airspace blocks, with the Member States also being called upon to promote the implementation of the single European airspace;

Or. de

Amendment 361

Ramon Tremosa i Balcells

Motion for a resolution

Paragraph 17 – indent 1

Motion for a resolution

– a proposal, by 2015, on the creation of a single European airspace by further reducing functional airspace blocks, with the Member States also being called upon to promote the implementation of the single European airspace;

Amendment

– a proposal, by 2015, on the creation of a single European airspace by further reducing functional airspace blocks, with the Member States also being called upon to promote the implementation of the single European airspace, **and**
– **current Single European Sky II fully implemented by 2016;**

Or. en

Amendment 362

Corien Wortmann-Kool

Motion for a resolution
Paragraph 17 – indent 1

Motion for a resolution

– a proposal, by 2015, on the creation of a single European airspace by further reducing functional airspace blocks, with the Member States also being called upon to promote the implementation of the single European airspace;

Amendment

– a proposal, by 2015, on the creation of a single European airspace by further reducing functional airspace blocks, with the Member States also being called upon to promote the implementation of the single European airspace; ***stresses that the deployment of SESAR through funding and governance is necessary in order to create the Single European Sky II;***

Or. en

Amendment 363
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 17 – indent 1

Motion for a resolution

– a proposal, ***by 2015, on the creation of a single European airspace by further reducing functional airspace blocks,*** with the Member States also being called upon to promote the implementation of the single European airspace;

Amendment

– a proposal on ***finalising*** a single European airspace, with the Member States also being called upon to promote the implementation of the single European airspace;

Or. ro

Amendment 364
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 17 – indent 1

Motion for a resolution

– ***a proposal, by 2015, on the creation of a***

Amendment

– ***the development, by 2015, of the***

single European airspace by further reducing functional airspace blocks, with the Member States also being called upon to promote the implementation of the single European airspace;

existing initiatives aimed at creating once and for all a single European airspace by further reducing functional airspace blocks, with the Member States also being called upon to promote the implementation of the single European airspace;

Or. es

Amendment 365
Christine De Veyrac

Motion for a resolution
Paragraph 17 – indent 2

Motion for a resolution

– service quality, *and coordination with international standards, to be prioritised* in further proposals on market liberalisation;

Amendment

– service quality *to be given greater consideration* in further proposals on market liberalisation;

Or. fr

Amendment 366
Luis de Grandes Pascual

Motion for a resolution
Paragraph 17 – indent 2 a (new)

Motion for a resolution

- the conclusion of mutual recognition agreements on customs and security programmes between the EU and third countries, with priority for EU-US agreements;

Amendment

Or. en

Amendment 367
Laurence J.A.J. Stassen

Motion for a resolution
Paragraph 17 – indent 3

Motion for a resolution

Amendment

– *the Member States to implement the European trade in emissions certificates by 2012, with reference also to international agreements;*

deleted

Or. nl

Amendment 368
Gesine Meissner

Motion for a resolution
Paragraph 17 – indent 3

Motion for a resolution

Amendment

– the Member States to *implement the* European trade in emissions certificates by 2012, *with reference also to international agreements;*

– the *European Commission and the* Member States to *get a* European trade in emissions certificates *accepted internationally* by 2012;

Or. en

Amendment 369
Christine De Veyrac

Motion for a resolution
Paragraph 17 – indent 3

Motion for a resolution

Amendment

– the Member States to implement *the* European trade in emissions certificates by 2012, *with reference also to international agreements;*

– *the European Commission and the* Member States to implement European trade in emissions certificates *accepted by the international aeronautical community* by 2012;

Or. fr

Amendment 370
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 17 – indent 3

Motion for a resolution

– the Member States to **implement the** European trade in emissions certificates by 2012, with reference also to international agreements;

Amendment

– the **European Commission and the** Member States to **get a** European trade in emissions certificates **accepted internationally** by 2012, with reference also to international agreements **and ensure earmarking of revenues will be used in research projects to reduce aviation’s carbon footprint;**

- that air freight should not be reserved for long-distance and intercontinental operations only; air freight is essential for the logistics chain and particular for the express sector, which needs to use air transport for next day delivery within Europe;

Or. en

Amendment 371
Corien Wortmann-Kool

Motion for a resolution
Paragraph 17 – indent 3

Motion for a resolution

– the Member States to implement the European trade in emissions certificates by 2012, with reference also to international agreements;

Amendment

– the Member States to implement the European trade in emissions certificates by 2012, with reference also to international agreements; **and calls on the European Commission to assure an international level playing field;**

Or. en

Amendment 372
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 17 – indent 3

Motion for a resolution

– the Member States to **implement** the European trade in emissions certificates **by 2012, with reference also to international agreements**;

Amendment

– **the European Commission and the Member States to take all necessary steps for the European trade in emissions certificates to be accepted at international level by 2012**;

Or. fr

Amendment 373
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 17 – indent 3 a (new)

Motion for a resolution

Amendment

- the Commission to strengthen coordination between the Single Sky Regulations and the SESAR and Galileo projects as well as the Clean Sky initiatives, to obtain more efficient energy and GHG emissions reduction measures;

Or. en

Amendment 374
Gesine Meissner

Motion for a resolution
Paragraph 17 – indent 3 a (new)

Motion for a resolution

Amendment

- actively work on the development of a ‘Checkpoint of the Future’ which not only looks at technology improvement but

also at a risk based approach to facilitate the travel of the majority of passengers;

Or. en

Amendment 375
Christine De Veyrac

Motion for a resolution
Paragraph 17 – indent 3 bis (new)

Motion for a resolution

Amendment

- TEN-T funds allocated to SESAR to be substantially increased in order to provide for deployment of the programme on time;

Or. fr

Amendment 376
Giommaria Uggias

Motion for a resolution
Paragraph 17 – indent 3 bis (new)

Motion for a resolution

Amendment

- the introduction of effective rules on links between the islands and the rest of the continent, and clear guidelines on the public transport obligations in this area in order to overcome the obstacles imposed by isolation;

Or. it

Amendment 377
Ramon Tremosa i Balcells, Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 17 – indent 3 a (new)

Motion for a resolution

Amendment

– the dedication of at least 20% of TEN-T funding to SESAR deployment;

– active work on the development of a ‘Checkpoint of the Future’ which not only looks at technology improvement but also at a risk based approach to facilitate the travel of the majority of passengers;

Or. en

Amendment 378

Luis de Grandes Pascual

Motion for a resolution

Paragraph 17 – indent 3 bis (new)

Motion for a resolution

Amendment

- the Member States and the parties involved to work actively to develop an air safety system that incorporates better technology and speeds up and facilitates security checks for passengers;

Or. es

Amendment 379

Carlo Fidanza

Motion for a resolution

Paragraph 17 – indent 3 a (new)

Motion for a resolution

Amendment

- a regulatory framework that allows for business predictability and for the increasing competitiveness of the sector, notably through adequate airport capacity;

Amendment 380
Luis de Grandes Pascual

Motion for a resolution
Paragraph 17 – indent 3 ter (new)

Motion for a resolution

Amendment

- air safety to be based on a previous risk analysis, particularly in relation to freight and post, and for it to be proportional to the risks involved in their transport;

Or. es

Amendment 381
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17 a. Stresses the importance of promoting electric vehicles for the reduction of emissions by the transport sector and calls on the Member States and the relevant European industries to contribute both to the promotion of electric vehicles and to the development of the necessary infrastructure for their use; highlights the potential of the development of this infrastructure to job creation at regional and local level;

Or. ro

Amendment 382
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 18 – indent 1

Motion for a resolution

– the Commission to take Member States' commitments in relation to local public transport and existing service levels into account when *liberalising* markets, with the aim of improving current service levels;

Amendment

– the Commission to take Member States' commitments in relation to local public transport and existing service levels into account when *opening* markets, with the aim of improving current service levels;

Or. en

Amendment 383
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 18 – indent 1

Motion for a resolution

– the Commission to take Member States' commitments in relation to local public transport and existing service levels into account when liberalising markets, with the aim of improving current service levels;

Amendment

– the Commission to take Member States' commitments in relation to local public transport and existing service levels into account when liberalising markets, with the aim of improving current service levels, *while guaranteeing fair competition on the basis of a set of minimum social rules;*

Or. fr

Amendment 384
Mara Bizzotto

Motion for a resolution
Paragraph 18 – indent 1

Motion for a resolution

– the Commission to take Member States' commitments in relation to local public transport and existing service levels into account when liberalising markets, with the

Amendment

– the Commission to take Member States' commitments in relation to local public transport and existing service levels into account when liberalising markets, with the

aim of improving current service levels;

aim of improving current service levels *in relation to fares and accessibility*;

Or. it

Amendment 385
Georges Bach

Motion for a resolution
Paragraph 18 – indent 1 a (new)

Motion for a resolution

Amendment

- with respect to improving safety in European train transport and for the purposes of establishing a common internal market, increasing promotion of technical harmonisation and interoperability between the different Member States, in particular where the European safety system ETCS is concerned, and for the European Railway Authority to be equipped with the necessary competences and resources to this end;

Or. de

Amendment 386
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 18 – indent 1 bis (new)

Motion for a resolution

Amendment

- harmonised regulation at European level as a result of the abundance of suburban transport and trams;

Or. es

Amendment 387
Gesine Meissner

Motion for a resolution
Paragraph 18 – indent 1 a (new)

Motion for a resolution

Amendment

- a Commission proposal for opening the domestic rail passenger transport market including amendments to Regulation (EC) No 1370/2007;

Or. en

Amendment 388
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 18 – indent 1 bis (new)

Motion for a resolution

Amendment

- real independence to be provided for the essential functions of access and charging for access to networks with respect to rail enterprises;

Or. fr

Amendment 389
Philip Bradbourn

Motion for a resolution
Paragraph 18 – indent 2

Motion for a resolution

Amendment

– a harmonisation of the rules on vehicle registration by 2015, so that the certification of rolling stock may not take longer than two months, and relevant

– an improvement in the performance of the European Railway Agency before any additional competences or funding can be considered;

changes to the responsibilities of the European Railway Agency *and its* funding by 2012;

Or. en

Amendment 390
Gesine Meissner

Motion for a resolution
Paragraph 18 – indent 2

Motion for a resolution

– a harmonisation of the rules on *vehicle registration* by 2015, so that the *certification of rolling stock* may not take longer than *two* months, and relevant changes to the responsibilities of the European Railway Agency and its funding by 2012;

Amendment

– a harmonisation of the rules on *authorisation of vehicles* by 2015, so that the *authorisation of vehicles* may not take longer than *six* months, and relevant changes to the responsibilities of the European Railway Agency and its funding by 2012;

Or. en

Amendment 391
Ismail Ertug

Motion for a resolution
Paragraph 18 – indent 2

Motion for a resolution

– a harmonisation of the rules on vehicle registration by 2015, so that *the certification of* rolling stock may not take longer than two months, and relevant changes to the responsibilities of the European Railway Agency and its funding by 2012;

Amendment

– a harmonisation of the rules on vehicle registration by 2015, so that *the approval procedure for* rolling stock may not take longer than two months, and relevant changes to the responsibilities of the European Railway Agency and its funding by 2012;

Or. de

Amendment 392

Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution

Paragraph 18 – indent 2

Motion for a resolution

– a harmonisation of the rules on vehicle **registration** by 2015, so that the certification of rolling stock may not take longer than two months, and relevant changes to the responsibilities of the European Railway Agency and its funding by 2012;

Amendment

– a harmonisation of the rules on vehicle **authorisation** by 2015, so that the certification of rolling stock may not take longer than two months, and relevant changes to the responsibilities of the European Railway Agency and its funding by 2012;

Or. en

Amendment 393

Philip Bradbourn

Motion for a resolution

Paragraph 18 – indent 3

Motion for a resolution

– the independence and strengthening of national regulatory authorities, in the interest of more efficient railways, **and the submission, by 2014, of a Commission proposal to establish a European regulatory authority;**

Amendment

– the independence and strengthening of national regulatory authorities, in the interest of more efficient railways;

Or. en

Amendment 394

Georges Bach

Motion for a resolution

Paragraph 18 – indent 3

Motion for a resolution

– the independence and strengthening of

Amendment

– the independence and strengthening of

national regulatory authorities, in the interest of more efficient railways, and the submission, by 2014, of a Commission proposal to establish a European regulatory authority;

national regulatory authorities, in the interest of more efficient railways, **for their closer cooperation in an European network**, and the submission, **in consideration of the experiences gained from this cooperation**, by 2014, of a Commission proposal to establish a European regulatory authority, **if this should be deemed necessary**;

Or. de

Amendment 395
Gesine Meissner

Motion for a resolution
Paragraph 18 – indent 3

Motion for a resolution

– the independence and strengthening of national regulatory authorities, in the interest of more efficient railways, and the submission, by 2014, of a Commission proposal to establish a European regulatory authority;

Amendment

– the independence and strengthening of national regulatory authorities, in the interest of more efficient railways, and the submission, by 2014, of a Commission proposal to **further support this goal and to** establish a European regulatory authority;

Or. en

Amendment 396
Michael Cramer, Isabelle Durant, Eva Lichtenberger, Keith Taylor

Motion for a resolution
Paragraph 18 – indent 3 a (new)

Motion for a resolution

- a boost of a well-conceived railway infrastructure, noise reduction and ERTMS action plan up to 2020 and next 2030, improving considerably co-funding by the EU;

Amendment 397
Dominique Vlasto, Michel Dantin

Motion for a resolution
Paragraph 18 – indent 3 bis (new)

Motion for a resolution

Amendment

- approval of the Commission's decision to present, in 2012, a regulatory proposal on the opening-up of the domestic passenger transport market to competition and the splitting-up of historical infrastructure managers and railway operators;

Or. fr

Amendment 398
Juozas Imbrasas

Motion for a resolution
Paragraph 18 – indent 3 a (new)

Motion for a resolution

Amendment

- inclusive national rail governance structures to ensure a high level of railway efficiency, in addition to opportunities to compete in international freight markets, to minimise public funding for the railways and even for the state to receive income from the railways;

Or. lt

Amendment 399
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 18 – indent 3 a (new)

Motion for a resolution

Amendment

- greater consideration to be given to education and further training and to promotion of cross-border recognition of diplomas and qualifications;

Or. de

Amendment 400
Giommaria Uggias

Motion for a resolution
Paragraph 18 – indent 3 bis (new)

Motion for a resolution

Amendment

- the Commission to take steps to ensure that Member States comply with measures requiring a reduction in the speed of goods trains carrying hazardous materials when passing through urban areas, and to take steps to standardise such measures, including traceability of trains carrying hazardous goods;

Or. it

Amendment 401
Peter van Dalen

Motion for a resolution
Paragraph 18 – indent 3 bis (new)

Motion for a resolution

Amendment

- the closure of one of the two places of work of the European Railway Agency;

Or. nl

Amendment 402
Rolandas Paksas

Motion for a resolution
Paragraph 18 – indent 3 a (new)

Motion for a resolution

Amendment

- inclusive national rail governance structures to ensure a high level of railway efficiency, in addition to opportunities to compete in international freight markets, to minimise public funding for the railways and even for the state to receive income from the railways;

Or. It

Amendment 403
Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 18 – subparagraph 1 (new)

Motion for a resolution

Amendment

- the targets already set to be met and for the priority projects in the Trans-European Road Network to be given fresh impetus;

Or. es

Amendment 404
Inés Ayala Sender

Motion for a resolution
Paragraph 18 – indent 3 a (new)

Motion for a resolution

Amendment

- the Commission to put forward a new

proposal for the structural separation between service providers and the manager of the infrastructure in order to set the conditions for an efficient, transparent and attractive a future Single European rail area;

Or. en

Amendment 405
Carlo Fidanza, Antonio Cancian

Motion for a resolution
Paragraph 18 – indent 3 a (new)

Motion for a resolution

Amendment

- the opening of the competition to all railway services, including the provisions of domestic passenger services, together with the harmonisation of the national regulatory frameworks on rail infrastructure access;

Or. en

Amendment 406
Ismail Ertug

Motion for a resolution
Paragraph 18 – subparagraph 1 (new)

Motion for a resolution

Amendment

- Member States to guarantee high standards for the training and licensing of drivers;

Or. de

Amendment 407
Michael Cramer, Eva Lichtenberger, Isabelle Durant, Keith Taylor

Motion for a resolution
Paragraph 18 – indent 3 b (new)

Motion for a resolution

Amendment

- the allocation of at least 40% of all EU co-funding in transport to railway projects;

Or. en

Amendment 408
Ismail Ertug

Motion for a resolution
Paragraph 18 – subparagraph 2 (new)

Motion for a resolution

Amendment

- the Commission to be provided by 2014 with a proposal regulating noise-differentiated track pricing directed at the uniform internalisation of railway noise costs and at the noise-abatement retrofitting of goods wagons in the European Member States, creating incentives for using the best noise-abatement material possible when building and rebuilding infrastructure;

Or. de

Amendment 409
Peter van Dalen

Motion for a resolution
Paragraph 18 bis (new)

Motion for a resolution

Amendment

18 bis. Considers new European legislative initiatives in the field of transport unnecessary, yet stresses the

need for correct implementation and enforcement of European legislation in all transport sectors and therefore requests that the Commission publish a summary of the enforcement of European transport legislation in the individual Member States by June 2012;

Or. nl

Amendment 410
Michel Dantin, Dominique Vlasto

Motion for a resolution
Paragraph 18 bis (new)

Motion for a resolution

Amendment

18 bis. Stresses, in view of the economic and environmental needs, the importance of truly European management of transport infrastructure (goods and passenger rail corridors, Single European Sky, ports and connections between them and the transport network, ‘Blue Belt’, inland waterways) in order to make the European Union more competitive and attractive and in order to guarantee the free and fluid movement of passengers and goods;

Or. fr

Amendment 411
Krišjānis Kariņš

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18 a. Stresses that if a modal shift from road to sea is the EU’s top priority, the European Union must renounce decisions

that will dramatically increase shipping costs;

Or. en

Amendment 412
Silvia-Adriana Țicău

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Calls on the Commission to annually assess the goals of the White Paper, progress made, and results, and to report to Parliament *in this respect*;

Amendment

19. Calls on the Commission to annually assess the goals of the White Paper, progress made, and results, and to report to Parliament, *every 5 years, on the implementation of the White Paper*;

Or. ro

Amendment 413
Inés Ayala Sender

Motion for a resolution
Paragraph 19 bis (new)

Motion for a resolution

19 bis. Calls on the European Commission to identify, quantify and evaluate, in the impact studies of the legislative proposals, the creation of 'ecological employment' and measures to promote it;

Amendment

Or. es