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Committee on Regional Development

2011/0294(COD)

19.7.2012

AMENDMENTS

18 - 60

Draft opinion
Oldřich Vlasák
(PE492.666v01-00)

on the proposal for a regulation of the European Parliament and of the Council
on Union guidelines for the development of the trans-European transport
network

Proposal for a regulation
(COM(2011)0650 – C7-0375/2011 – 2011/0294(COD))

AM\910768EN.doc

PE494.544v01-00

EN

United in diversity

EN

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Amendment 18
Petru Constantin Luhan

Proposal for a regulation
Recital 4

Text proposed by the Commission

(4) Growth in traffic has resulted in increased congestion on international transport corridors. In order to ensure the international mobility of goods and passengers, the capacity of the trans-European transport network and the use of this capacity should be optimised and, if necessary, expanded by removing infrastructure bottlenecks and bridging missing infrastructure links within and between Member States.

Amendment

(4) Growth in traffic has resulted in increased congestion on international transport corridors. ***This situation is encountered in particular in new Member States because of underdeveloped infrastructure.*** In order to ensure the international mobility of goods and passengers, the capacity of the trans-European transport network and the use of this capacity should be optimised and, if necessary, expanded by removing infrastructure bottlenecks and bridging missing infrastructure links within and between Member States.

Or. ro

Amendment 19
Luis Paulo Alves

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) The outermost regions still need urgently to optimise their accessibility, especially as regards air links to the European mainland and the carriage of passengers and goods by sea, since this is the only way for them integrate more fully into the internal market.

Or. pt

Amendment 20
Iosif Matula

Proposal for a regulation
Recital 10

Text proposed by the Commission

((10) The comprehensive network should be a European-wide transport network ensuring the accessibility of all regions in the Union, including the remote and outermost regions, as also pursued by the Integrated Maritime Policy, and strengthening cohesion between them. The guidelines should set the requirements for the infrastructure of the comprehensive network, in order to achieve a high-quality network throughout the Union by 2050.

Amendment

(10) The comprehensive network should be a European-wide transport network ensuring the accessibility of all regions in the Union, including the remote and outermost regions, as also pursued by the Integrated Maritime Policy, and strengthening cohesion between them, ***taking account of interregional transport infrastructure disparities***. The guidelines should set the requirements for the infrastructure of the comprehensive network, in order to achieve a high-quality network throughout the Union by 2050.

Or. ro

Amendment 21
Tomasz Piotr Poręba, Ryszard Antoni Legutko

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11 a) Exemptions from the infrastructure requirements for the core network should be possible in duly justified cases. This should include cases where investments cannot be justified.

Or. en

Amendment 22
Giommaria Uggias

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) In order to make sure that the Union's island regions are fully accessible and enjoy the benefits of inclusive growth and territorial cohesion, additional criteria such as surface area and population should be laid down for the purpose of identifying the core network, in order to include at least one port or airport for each island.

Or. it

Amendment 23
Iosif Matula

Proposal for a regulation
Recital 14

Text proposed by the Commission

Amendment

(14) Projects of common interest should demonstrate a clear European added value. Cross-border projects typically have high European added value, ***but may have lower direct economic effects compared to purely national projects.*** Therefore, ***they are likely not to be implemented without*** Union intervention.

(14) Projects of common interest should demonstrate a clear European added value. Cross-border projects typically have high European added value, ***and cross-border transport links could*** have direct economic effects ***on the regions.*** Therefore, ***as a matter of priority, there should be*** Union intervention ***to support cross-border projects.***

Or. ro

Amendment 24
Iosif Matula

Proposal for a regulation
Recital 20

Text proposed by the Commission

(20) Intelligent transport systems are necessary to provide the basis for optimising of traffic and transport operations and improving related services.

Amendment

(20) Intelligent transport systems are necessary to provide the basis for optimising of traffic and transport operations and improving related services, ***as well as helping to improve traffic safety and the safety of transport operations.***

Or. ro

Amendment 25

Petru Constantin Luhan

Proposal for a regulation

Recital 22

Text proposed by the Commission

(22) The trans-European transport network, thanks to its large scale, should provide the basis for the large-scale deployment of new technologies and innovation, which, for example, can help enhance the overall efficiency of the European transport sector and curb its carbon footprint. This will contribute towards the Europe 2020 strategy and the Transport White Paper's target of a 60% cut in greenhouse gas emissions by 2050 (based on 1990 levels) and at the same time contribute to the objective of increasing fuel security for the Union.

Amendment

(22) The trans-European transport network, thanks to its large scale, should provide the basis for the large-scale deployment of new technologies and innovation, which, for example, can help enhance the overall efficiency of the European transport sector, ***increase transport safety and security*** and curb its carbon footprint. This will contribute towards the Europe 2020 strategy and the Transport White Paper's target of a 60% cut in greenhouse gas emissions by 2050 (based on 1990 levels) and at the same time contribute to the objective of increasing fuel security for the Union.

Or. ro

Amendment 26

Petru Constantin Luhan

Proposal for a regulation

Recital 24

Text proposed by the Commission

(24) In order to achieve a high-quality and efficient transport infrastructure across all modes the guidelines should contain provisions regarding the security and safety of passengers and freight movements, the impact of climate change and of potential natural and man-made disasters on infrastructure and accessibility for all transport users.

Amendment

(24) In order to achieve a high-quality and efficient transport infrastructure across all modes the guidelines should contain provisions regarding the security and safety of passengers and freight movements, ***the economic, social and environmental impact on regions in which the respective infrastructure projects are located, and*** the impact of climate change and of potential natural and man-made disasters on infrastructure and accessibility for all transport users.

Or. ro

Amendment 27

Iosif Matula

Proposal for a regulation

Recital 24

Text proposed by the Commission

(24) In order to achieve a high-quality and efficient transport infrastructure across all modes the guidelines should contain provisions regarding the security and safety of passengers and freight movements, the impact of climate change and of potential natural and man-made disasters on infrastructure and accessibility for all transport users.

Amendment

(24) In order to achieve a high-quality and efficient transport infrastructure across all modes the guidelines should contain provisions regarding the security and safety of passengers and freight movements, the impact of climate change and of potential natural and man-made disasters on infrastructure ***through the establishment of alternative safe routes and their interconnection at regional level and greater*** accessibility for all transport users.

Or. ro

Amendment 28

Petru Constantin Luhan

Proposal for a regulation
Recital 25

Text proposed by the Commission

(25) The core network should be a subset of the comprehensive network overlaying it. It should represent the strategically most important nodes and links of the trans-European transport network, according to traffic needs. It should be multi-modal, i.e. include all transport modes and their connections as well as relevant traffic and information management systems.

Amendment

(25) The core network should be a subset of the comprehensive network overlaying it. It should represent the strategically most important nodes and links of the trans-European transport network, according to traffic needs ***and the economic and social needs of the regions and countries in which they are located***. It should be multi-modal, i.e. include all transport modes and their connections as well as relevant traffic and information management systems.

Or. ro

Amendment 29
Iosif Matula

Proposal for a regulation
Recital 28

Text proposed by the Commission

(28) Designing the right governance structure and identifying the sources of financing for complex cross-border projects would be eased by creating corridor platforms for such core network corridors. European Coordinators should facilitate the coordinated implementation of the core network corridors.

Amendment

(28) Designing the right governance structure and identifying the sources of financing for complex cross-border projects, ***through public investment and by attracting private capital***, would be eased by creating corridor platforms for such core network corridors. European Coordinators should facilitate the coordinated implementation of the core network corridors.

Or. ro

Amendment 30
Iosif Matula

Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) provide appropriate accessibility of all regions of the Union, thereby promoting social, economic and territorial cohesion and supporting inclusive growth.

Amendment

(d) provide appropriate accessibility of all regions of the Union, thereby promoting social, economic and territorial cohesion and supporting inclusive growth, ***including by reducing interregional transport infrastructure disparities.***

Or. ro

Amendment 31
Petru Constantin Luhan

Proposal for a regulation
Article 4 – paragraph 2 – point j

Text proposed by the Commission

(j) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of European regions, including outermost regions and other peripheral ones;

Amendment

(j) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of ***all*** European regions, including ***regions of the new Member States***, outermost regions and other peripheral ones;

Or. ro

Amendment 32
Evgeni Kirilov

Proposal for a regulation
Article 4 – paragraph 2 – point j

Text proposed by the Commission

(j) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of European regions, including

Amendment

(j) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage ***and connection*** of European

outermost regions and other peripheral ones;

regions, including *mountainous*, outermost regions and other peripheral ones;

Or. en

Amendment 33
Giommaria Uggias

Proposal for a regulation
Article 4 – paragraph 2 – point j

Text proposed by the Commission

(j) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of European regions, including outermost regions *and other peripheral ones*;

Amendment

(j) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of European regions, including outermost, *outlying and island* regions;

Or. it

Amendment 34
Iosif Matula

Proposal for a regulation
Article 5 – paragraph 1 – point c

Text proposed by the Commission

(c) improvement and maintenance of existing transport infrastructure;

Amendment

(c) improvement and maintenance of existing transport infrastructure *or rebuilding of transport infrastructure which has deteriorated*;

Or. ro

Amendment 35
Oldřich Vlasák

Proposal for a regulation
Article 10 – paragraph 1 – introductory part

PE494.544v01-00

10/21

AM910768EN.doc

Text proposed by the Commission

The Union, Member States, infrastructure managers and other project promoters, when developing the comprehensive network, shall give particular consideration to measures that are necessary for:

Amendment

The Union, Member States, **regions and local authorities located on the TENs**, infrastructure managers and other project promoters, when developing the comprehensive network, shall give particular consideration to measures that are necessary for:

Or. en

Amendment 36

Oldřich Vlasák

Proposal for a regulation

Article 10 – paragraph 1 – point b

Text proposed by the Commission

(b) bridging missing links and removing bottlenecks, notably in cross-border sections;

Amendment

(b) bridging missing links and removing bottlenecks, notably in cross-border sections **and in urban areas**;

Or. en

Amendment 37

Ryszard Antoni Legutko, Tomasz Piotr Poręba

Proposal for a regulation

Article 17 – paragraph 1

Text proposed by the Commission

1. Within the sphere of their responsibility, Member States, port operators and infrastructure managers shall ensure that inland ports **are** connected with the road or rail infrastructure of the comprehensive network.

Amendment

1. Within the sphere of their responsibility, Member States, port operators and infrastructure managers shall ensure that inland ports **shall be** connected with the road or rail infrastructure of the comprehensive network.

Or. en

Amendment 38
Tomasz Piotr Poręba, Ryszard Antoni Legutko

Proposal for a regulation
Article 17 – paragraph 3 – point a

Text proposed by the Commission

(a) rivers, canals and lakes comply with the minimum requirements for class **IV** waterways as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the new classification of inland waterways and ensure continuous bridge clearance.

Amendment

(a) rivers, canals and lakes comply with the minimum requirements for class **III** waterways as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the new classification of inland waterways and ensure continuous bridge clearance.

Or. en

Amendment 39
Tomasz Piotr Poręba, Ryszard Antoni Legutko

Proposal for a regulation
Article 17 – paragraph 3 – point b

Text proposed by the Commission

(b) rivers, canals and lakes are equipped with RIS.

Amendment

(b) rivers, canals and lakes are equipped with RIS, *where applicable*.

Or. en

Amendment 40
Ryszard Antoni Legutko, Tomasz Piotr Poręba

Proposal for a regulation
Article 18 – paragraph 1 – point a

Text proposed by the Commission

(a) for existing inland waterways: implementing measures necessary to reach the standards of the inland waterways class

Amendment

(a) for existing inland waterways: implementing measures necessary to reach the standards of the inland waterways class

IV;

III;

Or. en

Amendment 41

Ryszard Antoni Legutko, Tomasz Piotr Poręba

Proposal for a regulation

Article 18 – paragraph 1 – point b

Text proposed by the Commission

(b) where appropriate, achieving higher standards than inland waterways class *IV*, to meet market demands;

Amendment

(b) where appropriate, achieving higher standards than inland waterways class *III*, to meet market demands;

Or. en

Amendment 42

Tomasz Piotr Poręba

Proposal for a regulation

Article 20 – paragraph 3 – introductory part

Text proposed by the Commission

3. High-quality roads shall be specially designed and built for motor traffic, and shall be either motorways *or* express roads.

Amendment

3. High-quality roads shall be specially designed and built for motor traffic, and shall be either motorways, express roads *or conventional strategic roads*.

Or. en

Amendment 43

Tomasz Piotr Poręba

Proposal for a regulation

Article 20 – paragraph 3 – point b a (new)

Text proposed by the Commission

Amendment

(ba) A conventional strategic road is a

road which is not a motorway or an express road but which is still a high quality road as referred to in paragraphs 1 and 2. Conventional strategic roads shall be managed and financed in line with the specificities of an individual Member State.

Or. en

Amendment 44
Iosif Matula

Proposal for a regulation
Article 31 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) support for the development of regional airports, with a view to increasing interconnections, decongesting passenger air traffic, and diversifying flight destinations.

Or. ro

Amendment 45
Oldřich Vlasák

Proposal for a regulation
Article 35 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) ensuring that all aspects – economic, social and environmental – are taken into consideration when a prioritisation is decided between freight and passenger transport on the TEN-T.

Or. en

Amendment 46
Ryszard Antoni Legutko, Tomasz Piotr Poręba

Proposal for a regulation
Article 45 – paragraph 2 – point b – indent 1

Text proposed by the Commission

– availability of alternative clean fuels;

Amendment

– availability of alternative clean fuels.

Certain component parts of inland navigation and core network infrastructure shall not need to meet all of the requirements laid down in this article in cases where the relevant inland waterway is listed in the European Agreement on Main Inland Waterways of International Importance (AGN).

Or. pl

Amendment 47
Tomasz Piotr Poręba, Ryszard Antoni Legutko

Proposal for a regulation
Article 46 – paragraph 3

Text proposed by the Commission

3. Without prejudice to Article 47(2) and (3), the Member States shall ensure the core network is completed and complies with the provisions of this Chapter by 31 December 2030 ***at the latest***.

Amendment

3. Without prejudice to ***paragraphs 2 and 3 of*** Article 47 and ***Article 1(4)***, the Member States shall ensure the core network is completed and complies with the provisions of this Chapter by 31 December 2030.

Or. en

Amendment 48
Giommaria Uggias

Proposal for a regulation
Article 47 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. The methodology used to identify core network nodes shall take account of surface area and population, so as to include at least one port or airport for each island.

Or. it

Amendment 49
Hermann Winkler

Proposal for a regulation
Article 48 – paragraph 1

Text proposed by the Commission

Amendment

1. Core network corridors are an instrument to facilitate the coordinated implementation of the core network. Core network corridors shall be based on modal integration, interoperability, as well as on a coordinated development and management of infrastructure, in order to lead to resource-efficient multimodal transport.

1. Core network corridors are an instrument to facilitate the coordinated implementation of the core network. Core network corridors shall be based on modal integration, interoperability, as well as on a coordinated development and management of infrastructure, in order to lead to resource-efficient multimodal transport.
The infrastructure of the core network corridors shall be developed in such a way as to make bottleneck-free national and cross-border use possible and bring about sustainable environmental improvements.

Or. de

Justification

The growth in traffic has resulted in increased congestion on international transport corridors. Capacities must therefore be optimised and expanded. Existing or likely future bottlenecks, both in the Member States and at cross-border connecting points, must be eliminated. This will also make a major contribution to reducing CO₂ emissions and bringing about sustainable environmental improvements.

Amendment 50
Evgeni Kirilov

Proposal for a regulation
Article 51 – paragraph 5 – point b

Text proposed by the Commission

(b) report to the Member States, to the Commission and, as appropriate, to all other entities directly involved in the development of the core network corridor on any difficulties encountered and contribute to finding appropriate solutions;

Amendment

(b) report to the Member States, to the **European Parliament, to the** Commission and, as appropriate, to all other entities directly involved in the development of the core network corridor on any difficulties encountered and contribute to finding appropriate solutions;

Or. en

Amendment 51
Oldřich Vlasák

Proposal for a regulation
Article 51 – paragraph 5 – point b

Text proposed by the Commission

(b) report to the Member States, to the Commission and, **as appropriate**, to all other entities directly involved in the development of the core network corridor on any difficulties encountered and contribute to finding appropriate solutions;

Amendment

(b) report to the Member States, to the Commission and to all other entities directly involved in the development of the core network corridor on any difficulties encountered and contribute to finding appropriate solutions;

Or. en

Amendment 52
Oldřich Vlasák

Proposal for a regulation
Article 52 – paragraph 1

Text proposed by the Commission

1. For each core network corridor, the

Amendment

1. For each core network corridor, the

Member States concerned shall establish a corridor platform responsible for defining the general objectives of the core network corridor and for preparing and supervising the measures referred to in Article 53(1).

Member States, *regions and local authorities located on the TENs* concerned shall *jointly* establish a corridor platform responsible for defining the general objectives of the core network corridor and for preparing and supervising the measures referred to in Article 53(1).

Or. en

Amendment 53
Evgeni Kirilov

Proposal for a regulation
Article 52 – paragraph 2

Text proposed by the Commission

2. The corridor platform shall be composed of the representatives of the Member States concerned and, as appropriate, other public and private entities. In any case, the relevant infrastructure managers as defined in Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure shall participate in the corridor platform.

Amendment

2. The corridor platform shall be composed of the representatives of the Member States concerned and, as appropriate, other public and private entities, *as well as third countries in case of trans-border projects*. In any case, the relevant infrastructure managers as defined in Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure shall participate in the corridor platform.

Or. en

Amendment 54
Oldřich Vlasák

Proposal for a regulation
Article 52 – paragraph 2

Text proposed by the Commission

2. The corridor platform shall be composed of the representatives of the Member States

Amendment

2. The corridor platform shall be composed of the representatives of the Member

concerned and, as appropriate, other public and private entities. In any case, the relevant infrastructure managers as defined in Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure shall participate in the corridor platform.

States, *regions and local authorities* concerned and, as appropriate, other public and private entities. In any case, the relevant infrastructure managers as defined in Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure shall participate in the corridor platform.

Or. en

Amendment 55
Giommaria Uggias

Proposal for a regulation
Annex I, Volume 18/33

Text proposed by the Commission

Amendment

Include the port of Olbia among the maritime ports in the core network in Annex I;

Or. it

Amendment 56
Giommaria Uggias

Proposal for a regulation
Annex I, Volume 18/33

Text proposed by the Commission

Amendment

Include the port of Cagliari among the maritime ports in the core network in Annex I;

Or. it

Amendment 57
Ryszard Antoni Legutko, Tomasz Piotr Poręba

Proposal for a regulation
Annex I, Volume 02/33

Text proposed by the Commission

Amendment

***Include the Oder Waterway (Ostrawa –
Opole – Wrocław – Frankfurt nad Odrą –
Szczecin) in the core network;***

Or. en

Amendment 58
Tomasz Piotr Poręba

Proposal for a regulation
Annex I, Volumes 05/33, 15/33, 21/33 and 23/32

Text proposed by the Commission

Amendment

***Include the whole Via Carpathia Road
(Thessaloniki, Sofia, Calfat, Lugoj,
Timișoara, Oradea, Debrecen, Miskolc,
Košice, Rzeszów, Lublin, Białystok,
Kaunas, Klaipėda) in the core network;***

Or. en

Amendment 59
Giommaria Uggias

Proposal for a regulation
Annex II, Volume 24/33, point 2

Text proposed by the Commission

Amendment

***Include the port of Olbia among the
maritime ports in the core network in
point 2 of Annex II;***

Or. it

Amendment 60
Giommara Uggias

Proposal for a regulation
Annex II, Volume 24/33, point 2

Text proposed by the Commission

Amendment

***Include the port of Cagliari among the
maritime ports in the core network in
point 2 of Annex II;***

Or. it