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AMENDMENTS - PART I

80 - 420

Draft report

Georgios Koumoutsakos, Ismail Ertug
(PE489.704v01-00)

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 – C7-0375/2012 – 2011/0294(COD))

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United in diversity

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Amendment 80
Marita Ulvskog

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the smooth functioning of the internal market and the strengthening of economic and social cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union.

Amendment

(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the smooth functioning of the internal market and the strengthening of economic and social cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union. ***Furthermore, sustainable passenger transport patterns need to be based on multi-modal solutions for increased modality for all citizens as well as improved social inclusion.***

Or. en

Amendment 81
Roberts Zīle, Philip Bradbourn, Bogdan Kazimierz Marcinkiewicz, Gesine Meissner, Ryszard Antoni Legutko, Vilja Savisaar-Toomast, Zigmantas Balčytis, Oldřich Vlasák

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the smooth functioning of the ***internal*** market and the strengthening of economic ***and social*** cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods

Amendment

(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the ***full implementation and*** smooth functioning of the ***Single European*** Market and the strengthening of economic, ***social and territorial*** cohesion and also have the specific objectives of allowing the

and ensuring accessibility for all regions of the Union.

seamless and sustainable mobility of persons and goods **among Member States** and ensuring **appropriate** accessibility **and connectivity** for all regions of the Union **and contributing to further economic growth and competitiveness in a global perspective**.

Or. en

Amendment 82
Michael Cramer

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the smooth functioning of the internal market and the strengthening of economic and social cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union.

Amendment

(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the **EU 2020 targets**, the smooth functioning of the internal market and the strengthening of economic and social cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union.

Or. en

Amendment 83
Jean-Jacob Bicep

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the smooth

Amendment

(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the smooth

functioning of the internal market and the strengthening of economic and social cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union.

functioning of the internal market and the strengthening of economic and social cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union, ***including the remote and outermost regions.***

Or. fr

Amendment 84
Jaromír Kohlíček

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the smooth functioning of the internal market and the strengthening of economic and social cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union.

Amendment

(2) The planning, development and operation of trans-European transport networks ***should be in line with the objectives endorsed by the Commission communication "A Roadmap for moving to a competitive low-carbon economy in 2050" and the priorities defined in the White Paper on Transport and therefore*** contribute to the attainment of major Union objectives, such as the smooth functioning of the internal market and the strengthening of economic and social cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union.

Or. en

Justification

As reducing GHG emissions and moving towards a low-carbon economy is one of the key factors of growth and sustainable development for all EU countries reference to both Roadmap to 2050 and the recent White Paper on transport planning and TEN-T development should be consistent with those objectives.

Amendment 85

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the smooth functioning of the internal market and the strengthening of economic **and social** cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union.

Amendment

(2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the smooth functioning of the internal market and the strengthening of economic, **social and territorial** cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union **and contributing to further economic growth and competitiveness in a global perspective.**

Or. en

Amendment 86

Marita Ulvskog

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) These specific objectives should be achieved by establishing interconnections and interoperability between national transport networks in a resource-efficient way.

Amendment

(3) These specific objectives should be achieved by establishing interconnections and interoperability between national transport networks in a resource-efficient way **with energy-efficient clean technologies.**

Or. en

Amendment 87
Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) These specific objectives should be achieved by establishing interconnections and interoperability between national transport networks in a resource-efficient way.

Amendment

(3) These specific objectives should be achieved by establishing interconnections and interoperability between national transport networks in a resource-efficient way. ***Railway interoperability could be promoted by innovative solutions that improve the compatibility among the different systems, such as on-board equipment and multi-gauge tracks.***

Or. en

Justification

Innovative solutions for the improvement of interoperability should be considered in the Regulation.

Amendment 88
Michael Cramer

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) These specific objectives should be achieved by establishing interconnections and interoperability between national transport networks in a resource-efficient way.

Amendment

(3) These specific objectives should be achieved by establishing interconnections and interoperability between national transport networks in a resource-efficient way. ***In order to create European added value, the Union should focus its efforts and concentrate its resources on cross-border sections that have been abandoned or cut since the end of the Second World War. Priority should be given to the upgrading or rehabilitation of existing infrastructure.***

Amendment 89
Jean-Jacob Bicep

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) These specific objectives should be achieved by establishing interconnections and interoperability between national transport networks in a **resource-efficient** way.

Amendment

(3) These specific objectives should be achieved by establishing interconnections and interoperability between national transport networks in a **sustainable** way, **taking full account of the need to safeguard the environment as a whole.**

Or. fr

Amendment 90
Debora Serracchiani, David-Maria Sassoli

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. 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 **and towards the countries of the Balkan peninsula, with a view to the accession of Croatia to the Union in 2013 and the negotiations under way with other candidate countries and potential candidates from the same geographical area.**

Justification

In order to be able to ensure the greatest territorial and socio-economic integration, the planning of the TEN-T network should take into account the overall organisation of transport with a view to accessions of new Member States within a time frame which should reflect at least the core network completion targets (2030) and, possibly, those of the comprehensive network (2050).

Amendment 91
Marita Ulvskog

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. 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. ***An efficient cross-border green corridor approach between hubs and terminals would be the foundation for utilising the infrastructure in a more efficient way and achieving effective co-modality.***

Amendment 92
Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

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. 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 ***as well as neighbouring countries.***

Or. en

Amendment 93
Michael Cramer

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. 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 ***primarily*** between Member States.

Or. en

Amendment 94
Michael Cramer

Proposal for a regulation
Recital 5 a (new)

Text proposed by the Commission

Amendment

(5 a) In accordance with the White Paper on Transport 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system', the Union should aim at minimising and internalising all external costs and apply the 'polluter pays' principle enshrined in the Treaties.¹

¹***Article 191 of the Treaty on the Functioning of the European Union***

Or. en

Amendment 95
Michael Cramer

Proposal for a regulation
Recital 5 b (new)

Text proposed by the Commission

Amendment

(5 b) The focus on the upgrading or rehabilitation of existing infrastructure will create much more additional short- and long-term employment than the construction of new infrastructure alone.

Or. en

Amendment 96
Debora Serracchiani

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) The trans-European transport network policy has to take into account the evolution of the transport policy and infrastructure ownership. In the past, Member States were the principal entity in charge of creating and maintaining transport infrastructure. However, other entities, including private, have also become relevant for the realisation of a multimodal trans-European transport network, including for example infrastructure managers, concessionaires or port and airports authorities.

Amendment

(7) The trans-European transport network policy has to take into account the evolution of the transport policy and infrastructure ownership. In the past, Member States were the principal entity in charge of creating and maintaining transport infrastructure. However, other entities, including private, have also become relevant for the realisation of a multimodal trans-European transport network, including for example infrastructure managers, concessionaires or port, ***interport*** and airports authorities.

Or. it

Justification

Interport facilities also need to be taken into consideration, given their importance for the realisation of the multimodal trans-European transport network.

Amendment 97
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) The trans-European transport network policy has to take into account the evolution of the transport policy and infrastructure ownership. In the past, Member States were the principal entity in charge of creating and maintaining transport infrastructure. However, ***other entities, including private***, have also become relevant for the realisation of a multimodal trans-European transport network, including for example infrastructure managers, concessionaires or port and *airports* authorities.

Amendment

(7) The trans-European transport network policy has to take into account the evolution of the transport policy and infrastructure ownership. In the past, Member States were the principal entity in charge of creating and maintaining transport infrastructure. However, ***regional and local authorities*** have also become relevant for the realisation of a multimodal trans-European transport network, including for example infrastructure managers, concessionaires or port and *airport* authorities.

Amendment 98
Marita Ulvskog

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) The trans-European transport network policy has to take into account the evolution of the transport policy and infrastructure ownership. In the past, Member States were the principal entity in charge of creating and maintaining transport infrastructure. However, other entities, including private, have also become relevant for the realisation of a multimodal trans-European transport network, including for example infrastructure managers, concessionaires or port and airports authorities.

Amendment

(7) The trans-European transport network policy has to take into account the evolution of the transport policy and infrastructure ownership. In the past, Member States were the principal entity in charge of creating and maintaining transport infrastructure. However, other entities, including private, have also become relevant for the realisation of a multimodal trans-European transport network, including for example infrastructure managers, concessionaires or port and airports authorities. ***Transport infrastructure is basically a common asset and it is important to emphasise that Member States should have the primary responsibility for expanding and maintaining transport infrastructure.***

Or. en

Amendment 99
Nuno Teixeira

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) The trans-European transport network policy has to take into account the evolution of the transport policy and infrastructure ownership. In the past, Member States were the principal entity in

Amendment

(7) The trans-European transport network policy has to take into account the evolution of the transport policy and infrastructure ownership. In the past, Member States were the principal entity in

charge of creating and maintaining transport infrastructure. However, other entities, including private, have also become relevant for the realisation of a multimodal trans-European transport network, including for example infrastructure managers, concessionaires or port and airports authorities.

charge of creating and maintaining transport infrastructure. However, other entities, including private, have also become relevant for the realisation of a multimodal trans-European transport network, including for example **regional and local entities**, infrastructure managers, concessionaires or port and airports authorities.

Or. pt

Justification

It is important to ensure that TEN-T development does not exclude the Union's regions; cooperation is needed both at Member State level and between the Member States and the regions and local authorities.

Amendment 100 **Jaromír Kohlíček**

Proposal for a regulation **Recital 7**

Text proposed by the Commission

(7) The trans-European transport network policy has to take into account the evolution of the transport policy and infrastructure ownership. In the past, Member States were the principal entity in charge of creating and maintaining transport infrastructure. However, other entities, including private, have also become relevant for the realisation of a multimodal trans-European transport network, **including for example infrastructure managers, concessionaires or port and airports authorities.**

Amendment

(7) The trans-European transport network policy has to take into account the evolution of the transport policy and infrastructure ownership. In the past, Member States were the principal entity in charge of creating and maintaining transport infrastructure. However, **according to the policy choices of some Member States**, other entities, including private **partners**, have also become relevant for the realisation of a multimodal trans-European transport network **and the related investments.**

Or. en

Justification

Private partners have entered the transport market mainly in joining and sharing investments with public authorities in relevant transport infrastructures: single examples extrapolated from different transport sectors could not be appropriate or exhaustive.

Amendment 101

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8 a) The trans-European transport network should be developed through the creation of new transport infrastructure, revitalisation and upgrading of existing infrastructure and through measures promoting its resource-efficient use.

Or. en

Amendment 102

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8 a) The trans-European transport network should be developed through the creation of new transport infrastructure, the rehabilitation and upgrading of existing infrastructure and through measures promoting its resource-efficient use. In specific cases, due to the absence of regular maintenance in the past, the rehabilitation of rail infrastructure is necessary. Rehabilitation is a process resulting in the achievement of the original construction parameters of existing railway infrastructure facilities

with the long term improvement of its quality compared to the current state, in line with the application of the requirements and the provisions of this Regulation.

Or. en

Amendment 103
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) The trans-European transport network should *best* be developed through a dual layer approach, consisting of a comprehensive network and a core network, these two layers being the highest level of infrastructure planning within the Union.

Amendment

(9) The trans-European transport network should be developed through a dual layer approach, consisting of a comprehensive network and a core network, these two layers being the highest level of infrastructure planning within the Union *and being based on a harmonised, common methodology with transparent criteria.*

Or. es

Amendment 104
Jean-Jacob Bicep

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) The trans-European transport network should *best* be developed through a dual layer approach, consisting of a comprehensive network and a core network, these two layers being the highest level of infrastructure planning within the Union.

Amendment

(9) The trans-European transport network should be developed through a dual layer approach, consisting of a comprehensive network and a core network, these two layers being the highest level of infrastructure planning within the Union.

Amendment 105
Philip Bradbourn

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. The guidelines should set the requirements for the infrastructure of the comprehensive network, in order to *develop* a high-quality network throughout the Union by 2050.

Or. en

Amendment 106
Izaskun Bilbao Barandica

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 remote, *island* and outermost regions, as also pursued by the Integrated Maritime Policy, and strengthening *social, economic and territorial* 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 107
Marita Ulvskog

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 ***the social and economic cohesion between them, improving the labour market and creating sustainable jobs, integrating a social dimension in all transport policy for strengthening social rights of workers to avoid a race to the bottom.*** 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. en

Amendment 108
Philip Bradbourn

Proposal for a regulation
Recital 11

Text proposed by the Commission

(11) The core network should be identified and ***implemented*** as a priority within the framework provided by the comprehensive network by 2030. It should constitute the backbone of the development of a multi-modal transport network and stimulate the

Amendment

(11) The core network should be identified and ***developed*** as a priority within the framework provided by the comprehensive network by 2030. It should constitute the backbone of the development of a multi-modal transport network and stimulate the

development of the entire comprehensive network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multi-modal connecting points and major bottlenecks.

development of the entire comprehensive network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multi-modal connecting points and major bottlenecks.

Or. en

Amendment 109

Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The core network should be identified and implemented as a priority within the framework provided by the comprehensive network by 2030. It should constitute the backbone of the development of a multi-modal transport network and stimulate the development of the entire comprehensive network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multi-modal connecting points and major bottlenecks.

Amendment

(Does not affect English version.)

Or. es

Justification

(Does not affect English version.)

Amendment 110

Antonio Cancian, Carlo Fidanza, David-Maria Sassoli

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The core network should be identified and implemented as a priority within the framework provided by the comprehensive network by 2030. It should constitute the backbone of the development of a multi-modal transport network and stimulate the development of the entire comprehensive network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multi-modal connecting points and major bottlenecks.

Amendment

(11) The core network should be identified and implemented as a priority within the framework provided by the comprehensive network by 2030. It should constitute the backbone of the development of a multi-modal transport network and stimulate the development of the entire comprehensive network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, ***last-mile connections***, multi-modal connecting points and major bottlenecks.

Or. en

Amendment 111

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The core network should be identified and ***implemented*** as a priority within the framework provided by the comprehensive network by 2030. It should constitute the backbone of the development of a multi-modal transport network and stimulate the development of the entire comprehensive network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multi-modal connecting points and major bottlenecks.

Amendment

(11) The core network should be identified and ***appropriate measures should be taken for its development*** as a priority within the framework provided by the comprehensive network by 2030. It should constitute the backbone of the development of a multi-modal transport network and stimulate the development of the entire comprehensive network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multi-modal connecting points and major bottlenecks.

Amendment 112

Tanja Fajon

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11 a) When carrying out the review of the implementation of the core network by 2023, the Commission should take into account national implementation plans and future enlargements.

Or. en

Justification

Core network should be revised taking due account of future enlargements of the EU, especially in the Western Balkans. This will significantly influence the core network needs in some existing Member States which are lying along the transit routes to the central and western European markets.

Amendment 113

Romana Jordan

Proposal for a regulation

Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) In its review of the implementation of the core network by 2023 the Commission should also take into account the national implementation plans and new EU enlargements.

Or. sl

Justification

The core network needs to be reviewed because in the coming years we are anticipating further European Union enlargements as the Western Balkan countries join. This will have a major impact on the core network needs of certain existing Member States situated on the transit routes connecting the central and western European markets with this region.

Amendment 114
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) The planning stage of a project must be carried out using objective, transparent criteria and ought to take into account the interests and responsibilities of local and regional authorities as well as of the local community affected by a project of common interest.

Or. es

Amendment 115
Jelko Kacin

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission

Amendment

(11 a) When carrying out the review of the implementation of the core network by 2023, the Commission should take into account national implementation plans and future enlargements.

Or. en

Amendment 116
Artur Zasada, Elżbieta Katarzyna Łukacijewska

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 117

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko, Oldřich Vlasák, Artur Zasada, Elżbieta Katarzyna Łukacijewska

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.

Or. en

Amendment 118

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Recital 11 b (new)

Text proposed by the Commission

Amendment

(11 b) The particular situation of isolated or partially isolated rail networks should be recognised by way of exemptions from certain infrastructure requirements.

Or. en

Amendment 119
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Recital 11 c (new)

Text proposed by the Commission

Amendment

(11 c) When carrying out the review of the implementation of the core network by 2023, the Commission should take into account national implementation plans and future enlargements.

Or. en

Amendment 120
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Recital 11 d (new)

Text proposed by the Commission

Amendment

(11 d) The trans-European transport network covers only part of the existing transport networks. In the framework of the revision by 2023, the Commission should evaluate in cooperation with the Member States concerned whether other parts, such as certain class III inland waterways, should be integrated into the network.

Or. en

Amendment 121
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) In order to establish the core **and the comprehensive** network in a coordinated and timely manner, allowing thereby maximising the network benefits, Member States concerned should ensure that the projects of common interest **are finalised by 2030 and 2050 respectively**.

Amendment

(12) In order to establish the core network in a coordinated and timely manner, allowing thereby maximising the network benefits, Member States concerned should ensure that **appropriate measures are taken in order to finalise** the projects of common interest **by 2030. With regards to the comprehensive network, efforts should be made to complete it and to comply with the relevant provisions by 2050.**

Or. en

Amendment 122
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) It is necessary to identify projects of common interest which will contribute to the **achievement** of the trans-European transport network and **which correspond to the** priorities established in the guidelines.

Amendment

(13) It is necessary to identify projects of common interest which will contribute to the **attainment** of the trans-European transport network, **in line with the objectives** and priorities established in the guidelines.

Or. es

Amendment 123
Marita Ulvskog

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) It is necessary to identify projects of common interest which will contribute to **the achievement of** the trans-European

Amendment

(13) It is necessary to identify projects of common interest which will contribute to **emissions reductions across all modes and**

transport network *and* which corresponds to the priorities established in the guidelines.

the transport sector as a whole in order to achieve the trans-European transport network which correspond to the priorities established in the guidelines.

Or. en

Amendment 124

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) It is necessary to identify projects of common interest which will contribute to the achievement of the trans-European transport network and which corresponds to the priorities established in the guidelines.

Amendment

(13) It is necessary to identify projects of common interest which will contribute to the achievement of the trans-European transport network and which corresponds to the priorities established in the guidelines. *Their implementation should depend on their degree of maturity, the compliance with national and EU legal procedures, and the availability of financial resources, without prejudging the financial commitment of a Member State or the Union.*

Or. en

Amendment 125

Oldřich Vlasák, Olga Sehnalová

Proposal for a regulation

Recital 14

Text proposed by the Commission

(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

Amendment

(14) Projects of common interest should demonstrate 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.

not to be implemented without Union intervention.

Or. en

Amendment 126

Michel Dantin, Dominique Vlasto, Christine De Veyrac, Carlo Fidanza

Proposal for a regulation

Recital 14

Text proposed by the Commission

(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.***

Amendment

(14) Projects of common interest should demonstrate a clear European added value, ***by enhancing interconnections between Member States and improving the fluidity, speed and sustainability of transport flows throughout the European Union.*** Cross-border projects typically have high European added value. Their lower direct economic effects compared to purely national projects ***call for priority intervention by the Union in order to ensure that they are implemented.***

Or. fr

Justification

It should be made clear what exactly is meant by 'added value' by means of a brief reference to the definition of 'European added value' proposed in the EP report on this proposal for a regulation. Union intervention to fund transfrontier projects must have priority, given the high European added value of such projects.

Amendment 127

Izaskun Bilbao Barandica

Proposal for a regulation

Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) Furthermore, projects of common interest should be subject to a socio-economic cost benefit analysis and have European added value that is tailored to the trans-European transport networks and takes account of all the social, economic, environmental and territorial costs and benefits. The results of this analysis should demonstrate a positive net present value.

Or. es

Amendment 128
Hubert Pirker

Proposal for a regulation
Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) In order for infrastructure projects to be carried out and for a success to be made of them, it is of immense importance to foster general acceptance on the part of local residents. The interests of regional and local authorities as well as of local civil society affected by a project of common interest should be appropriately taken into account in the planning and construction phases of a project.

Or. de

Justification

Local residents and local authorities must already be closely involved at the planning stage, as it is vital to adopt transparent procedures for infrastructure projects in order to ensure broad acceptance in the region concerned.

Amendment 129
Jean-Jacob Bicep

Proposal for a regulation
Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) With a view to developing a trans-European transport network which is respectful of the environment and territories as a whole, impacts in terms of soil and air pollution, biodiversity protection and noise pollution should be assessed in detail when infrastructure is built or developed.

Or. fr

Amendment 130
Oldřich Vlasák

Proposal for a regulation
Recital 15

Text proposed by the Commission

Amendment

(15) As the development and implementation of the trans-European transport network is not solely carried out by Member States, all promoters of projects of common interest such as local and regional authorities, infrastructure managers or other private or public entities should be subject to the rights and obligations of this Regulation, as well other relevant Union and national rules and procedures, when carrying out such projects.

deleted

Or. en

Justification

Local and regional authorities may not bear responsibility for the obligations arising from

projects they often cannot influence.

Amendment 131

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) As the development and implementation of the trans-European transport network is not solely carried out by Member States, all promoters of projects of common interest such as local and regional authorities, infrastructure managers or other private or public entities should be subject to the rights and obligations of this Regulation, as well other relevant Union and national rules and procedures, when carrying out such projects.

Amendment

(15) Some parts of the network are managed by other actors than Member States. As the development and implementation of the trans-European transport network requires a common application of this Regulation, all parts of the network should be subject to the rights and obligations of this Regulation, as well other relevant Union and national rules and procedures. However, Member States should determine the most appropriate way of ensuring that these rules are correctly applied within their territory.

Or. en

Amendment 132

Debora Serracchiani, David-Maria Sassoli

Proposal for a regulation

Recital 16

Text proposed by the Commission

(16) Cooperation with neighbouring and third countries is necessary to ensure connection and interoperability between the respective infrastructure networks. Therefore the Union should where appropriate promote projects of mutual interest with those countries.

Amendment

(16) Cooperation with neighbouring and third countries is necessary to ensure connection and interoperability between the respective infrastructure networks. Therefore the Union should, where appropriate, promote projects of mutual interest with those countries, *giving priority to projects with countries undergoing the accession process to join the Union, candidate countries and*

potential candidates, so that they can integrate more rapidly within the Union.

These projects should seek to develop the trans-European transport network by avoiding traffic congestion on existing infrastructure and ensuring a balanced growth of the network, which should include improved integration of logistics and connections in the Mediterranean area, with a view to giving that area a key role once again.

Or. it

Justification

Infrastructure network development projects with third countries should not only ensure the greatest possible territorial and socio-economic integration but should also be seen in terms of the development and integration of European priority corridors; care should be taken to avoid saturating their traffic capacities, leaving open the opportunity to develop new corridors. The development opportunity presented by the growth in trade with Eastern European and North African (Mediterranean) countries should be able to play a key, priority role in this cooperation.

Amendment 133

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 19

Text proposed by the Commission

(19) The guidelines should set priorities in order to **achieve** the objectives within the given time horizon.

Amendment

(19) The guidelines should set priorities in order to **make possible the achievement of** the objectives within the given time horizon.

Or. en

Amendment 134 **Spyros Danellis**

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. ***They should be interoperable and must be deployed widely across transport modes, Member States, and regions, in order to maximise benefits for the internal market, sustainable growth and cohesion.***

Or. en

Amendment 135
Spyros Danellis

Proposal for a regulation
Recital 21

Text proposed by the Commission

(21) The guidelines should provide for the development of the comprehensive network in urban nodes, as those nodes are the starting point or the final destination ('last mile') for passengers and freight moving on the trans-European transport network and are points of transfer within or between different transport modes.

Amendment

(21) The guidelines should provide for the development of the comprehensive network in urban nodes, ***in accordance with Union aims regarding Sustainable Urban Mobility***, as those nodes are the starting point or the final destination ('last mile') for passengers and freight moving on the trans-European transport network and are points of transfer within or between different transport modes.

Or. en

Amendment 136
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 23

Text proposed by the Commission

(23) The trans-European transport network has to ensure efficient multi-modality in order to allow better modal choices to be made and large volumes to be consolidated for transfers over long distances. This will make multi-modality economically more attractive for shippers.

Amendment

(23) The trans-European transport network has to ensure efficient multi-modality in order to allow better modal choices to be made **for passengers and freight** and large volumes to be consolidated for transfers over long distances. This will make multi-modality economically more attractive for shippers **and users**.

Or. es

Amendment 137
Marita Ulvskog

Proposal for a regulation
Recital 23

Text proposed by the Commission

(23) The trans-European transport network has to ensure efficient multi-modality in order to allow better modal choices to be made and large volumes to be consolidated for transfers over long distances. This will make multi-modality economically more attractive for shippers.

Amendment

(23) The trans-European transport network has to ensure efficient multi-modality in order to allow better modal choices to be made and large volumes to be consolidated for transfers over long distances.
Investments in multi-modal transshipment facilities will streamline transportation and provide for long-term benefits for the environment. This will **also** make multi-modality economically more attractive for shippers.

Or. en

Amendment 138
Jaromír Kohlíček

Proposal for a regulation
Recital 23

Text proposed by the Commission

(23) The trans-European transport network has to ensure efficient multi-modality in order to allow better modal choices to be made and large volumes to be consolidated for transfers over long distances. This will make multi-modality economically more attractive for shippers.

Amendment

(23) The trans-European transport network has to ensure efficient multi-modality **by giving priority to the most environmentally- friendly and sustainable modes of transport** in order to allow better modal choices to be made and large volumes to be consolidated for transfers over long distances. This will make multi-modality economically more attractive for shippers **and sustainable for the well being of all citizens**.

Or. en

Justification

Clear choices to the most sustainable and environmental friendly modes of transport should be made when dealing with multi-modality.

Amendment 139

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 23

Text proposed by the Commission

(23) The trans-European transport network has to ensure efficient multi-modality in order to allow better modal choices to be made and large volumes to be consolidated for transfers over long distances. This will make multi-modality economically more attractive for **shippers**.

Amendment

(23) The trans-European transport network has to ensure efficient multi-modality in order to allow better modal choices to be made and large volumes to be consolidated for transfers over long distances. This will make multi-modality economically more attractive for **freight forwarders and passengers**.

Or. en

Amendment 140

Bogusław Liberadzki

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 and accessibility for all transport users, ***including persons with reduced mobility***.

Or. en

Justification

Persons with reduced mobility also include elderly people as well as children, etc.

Amendment 141
Ismail Ertug, Georgios Koumoutsakos

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 ***on and*** of climate change and of potential natural and man-made disasters on infrastructure and accessibility for all transport users.

Or. en

Amendment 142

Nuno Teixeira

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 it should guarantee seamless mobility and accessibility in all the Union's regions.*** It should be multi-modal, i.e. include all transport modes and their connections as well as relevant traffic and information management systems.

Or. pt

Justification

As well as meeting traffic needs, the core network should guarantee territorial cohesion throughout the Union, since this will offer European added value.

Amendment 143

Jaromír Kohlíček

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 ***the development of an overall low carbon economy in the EU, including*** 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.

Or. en

Justification

The low carbon development of EU economy should help and contribute to assess traffic needs both by reducing or merging their costs through effective multimodality and achieving their best sustainability.

Amendment 144
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) The core network has been identified on the basis of an objective planning methodology. This methodology has identified the most important urban nodes, ports, airports and border crossing points. These nodes are connected via multimodal links, wherever possible, and are economically viable, environmentally sustainable and feasible until 2030. The methodology has ensured the connection of all Member States and the integration of the main islands and outlying areas into the core network.

Or. es

Amendment 145
Hubert Pirker

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) The core network has been

identified on the basis of an objective planning methodology. This methodology has identified the most important urban nodes, ports, airports and border crossing points. These nodes are connected with multimodal links, wherever possible, and are economically viable, environmentally sustainable and feasible until 2030. The methodology has ensured the connection of all Member States and the integration of the main islands into the core network. Detours are justified in order to circumvent unavoidable obstacles or ecologically sensitive areas or else to link smaller towns, airports, terminals, etc., so long as the disadvantages arising from these detours do not exceed the benefits in terms of improved regional or local accessibility. Traffic flows should be combined wherever possible, taking due account of topographical features, environmental impact, user requirements and potential capacity bottlenecks.

Or. de

Justification

This amendment incorporates and complements the rapporteur's Amendment 11. The additions concern the Commission document describing the methodology to be used in planning the future TEN-T (http://ec.europa.eu/transport/infrastructure/doc/web_methodology.pdf). It is important to make it clear that Member States have appropriate powers of influence over the detailed planning.

Amendment 146
Ismail Ertug, Georgios Koumoutsakos

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission

Amendment

(25 a) The core network has been identified on the basis of an objective

planning methodology. This methodology has identified the most important urban nodes, ports, airports as well as border crossing points. Wherever possible, these nodes are connected with multimodal links as long as they are economically viable, environmentally sustainable and feasible until 2030. The methodology has ensured the connection of all Member States and the integration of the main islands into the core network.

Or. en

Amendment 147
Debora Serracchiani

Proposal for a regulation
Recital 26

Text proposed by the Commission

(26) In order to implement the core network within the given time horizon, a corridor approach could be used as an instrument to coordinate on a transnational basis different projects and synchronise the development of the corridor, thereby maximising network benefits.

Amendment

(26) In order to implement the core network within the given time horizon, a corridor approach could be used, ***focusing on the corridors with the heaviest traffic***, as an instrument to coordinate on a transnational basis different projects and synchronise the development of the corridor, thereby maximising network benefits.

Or. it

Justification

In order to achieve the EU's priority objectives of reducing remoteness, the TEN-T network cannot have any limitations or breaks in connections.

Amendment 148
Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko, Oldřich Vlasák

Proposal for a regulation

Recital 26

Text proposed by the Commission

(26) In order to implement the core network within the given time horizon, a corridor approach could be used as an instrument to coordinate on a transnational basis different projects and synchronise the development of the corridor, thereby maximising network benefits.

Amendment

(26) In order to implement the core network within the given time horizon, a corridor approach could be used as an instrument to coordinate on a transnational basis different projects and synchronise the development of the corridor, thereby maximising network benefits. ***The corridor approach should not lead to prioritisation of certain projects over others on the core network.***

Or. en

Amendment 149

Roberts Zile

Proposal for a regulation

Recital 26

Text proposed by the Commission

(26) In order to implement the core network within the given time horizon, a corridor approach could be used as an instrument to coordinate on a transnational basis different projects and synchronise the development of the corridor, thereby maximising network benefits.

Amendment

(26) In order to implement the core network within the given time horizon, a corridor approach could be used as an instrument to coordinate on a transnational basis different projects and synchronise the development of the corridor, thereby maximising network benefits. ***Therefore this instrument should provide prioritisation of corridor projects over other projects of the core network, in cases when the implementation of core network projects, due to financial or administrative constraints, notably reduces the possibilities for a corridor project to be implemented.***

Or. en

Justification

Given the limited financial resources available for whole core network and the target date of 2030 for establishing a core network, the financial aid provided in the form of grants should be prioritised first to the core network corridors projects. Especially in cases when due to limited resources implementation of core network project due to financial or administrative constraints notably reduces possibilities for a corridor project to be implemented.

Amendment 150

Christine De Veyrac, Dominique Vlasto

Proposal for a regulation

Recital 26

Text proposed by the Commission

(26) In order to implement the core network within the given time horizon, a corridor approach could be used as an instrument to coordinate on a transnational basis different projects and synchronise the development of the *corridor*, thereby maximising network benefits.

Amendment

(26) In order to implement the core network within the given time horizon, a corridor approach could be used as an instrument to coordinate on a transnational basis different projects and synchronise the development of the *corridors and their interconnection*, thereby maximising network benefits.

Or. fr

Justification

The European Coordinator is responsible for implementing projects designed to develop the core network, and it is important that he or she should also promote projects involving the core network nodes situated close to a corridor. This will clear the way for the establishment of proper links between corridors, thereby unifying the European core network and ensuring that certain projects are not marginalised and that corridors are not left isolated.

Amendment 151

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 26

Text proposed by the Commission

(26) In order to implement the core

Amendment

(26) In order to implement the core

network within the given time horizon, a corridor approach could be used as an instrument to coordinate on a transnational basis different projects and synchronise the development of the corridor, thereby maximising network benefits.

network within the given time horizon, a corridor approach could be used as an instrument to coordinate on a transnational basis different projects and synchronise the development of the corridor, thereby maximising network benefits. ***This instrument should not be understood as a basis for prioritisation of certain projects on the core network.***

Or. en

Amendment 152
Bogusław Liberadzki

Proposal for a regulation
Recital 27

Text proposed by the Commission

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows.

Amendment

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows. ***Based on this list, the core network corridors shall be illustrated by a schematic indicative map contained in Annex I of this Regulation.***

Or. en

Justification

This amendment is in conjunction with amendments tabled for Article 50 - paragraph 2 a (new) and Article 54 - paragraph 3 - point c a (new). For transparency and illustration

purposes, the guidelines should also provide a schematic indicative map of the Core network corridors. Since the width of the Core network corridors is not defined, the map should only serve as an illustration.

Amendment 153

Nuno Teixeira

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows.

Amendment

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows ***and increase the accessibility of all the EU regions.***

Or. pt

Justification

As well as meeting traffic needs, the core network corridors should guarantee territorial cohesion throughout the Union, since this will offer European added value. Consequently, they need to be flexible.

Amendment 154

Michel Dantin

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, **limited** congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows.

Amendment

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, **very low** congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows.

Or. fr

Justification

The term 'limited' does not suggest an ambitious objective. A stronger term should be used, in order to illustrate the determination to reduce traffic congestion in Europe.

Amendment 155

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko, Oldřich Vlasák

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs. An initial list of corridors should be included

Amendment

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs. ***Their management should not, however, result***

in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows.

in an excessive growth of administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows.

Or. en

Amendment 156
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 27

Text proposed by the Commission

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows.

Amendment

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts **and increasing competitiveness**, and are also attractive for their reliability, limited congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows. ***Based on this list, the core network corridors should be shown on maps contained in Annex I to this Regulation.***

Or. es

Justification

(Does not apply to the English version.)

Amendment 157
Oldřich Vlasák

Proposal for a regulation
Recital 27

Text proposed by the Commission

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. ***This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs.*** An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], ***but*** should be adaptable in order to take account of changes in traffic flows.

Amendment

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility] ***as an indicative list and*** should be adaptable in order to take account of changes in traffic flows ***and of priorities of respective Member States.***

Or. en

Justification

The list of projects should be more flexible, due to the length of the programming period.

Amendment 158
Jaromír Kohlíček

Proposal for a regulation
Recital 27

Text proposed by the Commission

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental

Amendment

(27) Core network corridors should also address wider transport policy objectives and facilitate modal integration and multi-modal operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental

impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows.

impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs. An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows ***and such changes should be consistent with updating maps contained in Annex I of this Regulation.***

Or. en

Justification

Clarification needed to ensure consistency between maps routes and corridors guidelines.

Amendment 159

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) Core network corridors ***should*** also address wider transport policy objectives and facilitate modal integration and multi-modal ***operations. This should allow specially developed corridors that are optimised in terms of energy use and emissions, thus minimising environmental impacts, and are also attractive for their reliability, limited congestion and low operating and administrative costs.*** An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows.

Amendment

(27) Core network corridors ***might*** also address wider transport policy objectives and facilitate modal integration and multi-modal ***operations. Their management should not result in excessive growth of administrative costs.*** An initial list of corridors should be included in the Regulation (EU) XXX/2012 [Connecting Europe Facility], but should be adaptable in order to take account of changes in traffic flows.

Or. en

Amendment 160
Christine De Veyrac, Dominique Vlasto

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 would be eased by creating corridor platforms for such core network corridors. European Coordinators should facilitate the coordinated implementation of the core network corridors **and their interconnection**.

Or. fr

Justification

The European Coordinator is responsible for implementing projects designed to develop the core network, and it is important that he or she should also promote projects involving the core network nodes situated close to a corridor. This will clear the way for the establishment of proper links between corridors, thereby unifying the European core network and ensuring that certain projects are not marginalised and that corridors are not left isolated.

Amendment 161
Jaromír Kohlíček

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) **When** designing the right governance structure **Member States should not neglect to share responsibility with the concerned populations, according to the existing national procedures and laws.** 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.

Or. en

Justification

Developing transport corridors and their adequate planning and governance should be implemented involving all the interested parties and stakeholders in providing by means of appropriate consultation their suggestions and plans.

Amendment 162

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

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 would be, *where appropriate*, eased by creating corridor platforms for such core network corridors. European Coordinators should facilitate the coordinated implementation of the core network corridors.

Or. en

Amendment 163

Philippe De Backer, Gesine Meissner

Proposal for a regulation

Recital 28 a (new)

Text proposed by the Commission

Amendment

(28 a) The corridor approach should be transparent and clear. It should not create extra administrative burdens.

Amendment 164
Debora Serracchiani

Proposal for a regulation
Recital 29

Text proposed by the Commission

(29) In developing core network corridors due account should be given to the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight²⁵ as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system.

Amendment

(29) In developing core network corridors due account should be given to the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system. ***Existing cooperation structures under these legal acts can be maintained and work carried out pursuant to those structures can feed into the work of the multimodal network corridors, taking fully into account the new multimodal dimension.***

Justification

Existing structures not any longer pursue a unimodal logic but develop a new approach which is fully in line with the new multimodal dimension of network corridors to interconnect the different transport modes

Amendment 165
Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation
Recital 29

Text proposed by the Commission

(29) **In developing** core network corridors **due account** should be **given to** the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system.

Amendment

(29) **The** core network corridors should be **in line with** the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system.

Or. en

Amendment 166
Michel Dantin

Proposal for a regulation
Recital 29

Text proposed by the Commission

(29) In developing core network corridors due **account** should be **given to** the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the

Amendment

(29) In developing core network corridors due **note** should be **taken of** the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the

implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system.

implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system.

Or. fr

Justification

The European corridors forming part of the TEN-T network should draw on the infrastructure available in the form of the freight corridors and ERTMS in order to ensure that they can be established as quickly and effectively as possible.

Amendment 167 **Michael Cramer**

Proposal for a regulation **Recital 29**

Text proposed by the Commission

(29) In developing core network corridors due account should be given to the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system.

Amendment

(29) In developing core network corridors due account should be given to the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system *as well as to the 'green corridors'*.

Or. en

Amendment 168

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 29

Text proposed by the Commission

(29) In developing core network corridors **due account** should be **given** to the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system.

Amendment

(29) In developing core network corridors should be **in line with** to the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of 22 September 2010 of the European Parliament and of the Council concerning a European rail network for competitive freight as well as to the European Deployment Plan for ERTMS provided for in Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system.

Or. en

Amendment 169

Ramon Tremosa i Balcells

Proposal for a regulation

Recital 29 a (new)

Text proposed by the Commission

Amendment

(29 a) In order to increase the capacity and efficiency of rail transport on lines which are used by conventional freight trains, the standardisation of the minimum train length should be 750m. On the core network further extension to 1500m should be considered if economical, operational and technical feasibility allows it. Wherever an increase of the train length to 1000m can lead to

productivity gains, this should be encouraged as a positive first step on the core network.

Or. en

Justification

Where possible, Member States should be encouraged to extend the train length for upgrades and new lines of freight trains to 1,500m (or 1,000m as an intermediary step) if this would lead to productivity gains.

Amendment 170

Christine De Veyrac, Dominique Vlasto

Proposal for a regulation

Recital 29 a (new)

Text proposed by the Commission

Amendment

(29a) If the objective of a European transport policy which provides EU citizens with a unified, multi-modal and interconnected network is to be achieved, support should be given to the completion of all the projects within the time horizon proposed here. With that aim in view, the projects intended to adapt transport networks in urban centres should be supported and promoted by the coordinator of the closest corridor. This will make for effective interconnection between corridors and clear the way for the completion of the core network within the given time horizon.

Or. fr

Amendment 171

Debora Serracchiani

Proposal for a regulation

Recital 30

Text proposed by the Commission

(30) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should be based on this Regulation and draw on the Connecting Europe Facility. Correspondingly, it should aim at aligning and combining funding from relevant internal and external instruments such as structural and cohesion funds, the Neighbourhood Investment Facility (NIF), the Instrument for Pre-Accession Assistance (IPA), and from financing from the European Investment Bank, the European Bank for Reconstruction and Development and other financial institutions. In particular, when developing the trans-European transport network, Member States should take into account to the ex ante conditionalities applicable to transport as provided for in Annex IV to Regulation (EU) No XXX/2012 [Regulation laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund covered by the Common Strategic Framework and laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1083/2006].

Amendment

(30) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should be based on this Regulation and draw on the Connecting Europe Facility. Correspondingly, it should aim at aligning and combining funding from relevant internal and external instruments such as structural and cohesion funds, the Neighbourhood Investment Facility (NIF), the Instrument for Pre-Accession Assistance (IPA), and from financing from the European Investment Bank, the European Bank for Reconstruction and Development and other financial institutions. In particular, when developing the trans-European transport network, Member States should take into account the ex ante conditionalities applicable to transport as provided for in Annex IV to Regulation (EU) No XXX2012 [Regulation laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund covered by the Common Strategic Framework and laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1083/2006].

Moreover, Member States should widely adopt appropriate instruments to ensure cross-subsidisation, the expense of which should be borne by motorway operators, in order to begin implementing the TEN-T core network railway corridors.

Or. it

Justification

The use of the instrument of cross-subsidisation should be strengthened in order to finance, in particular, trans-European transport corridors with a view to making it viable, also economically, to complete them as soon as possible and transfer traffic from road to rail.

Amendment 172 **Philip Bradbourn**

Proposal for a regulation **Recital 30**

Text proposed by the Commission

(30) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should be based on this Regulation and draw on the Connecting Europe Facility. Correspondingly, it should aim at aligning and combining funding from relevant internal and external instruments such as structural and cohesion funds, the Neighbourhood Investment Facility (NIF), the Instrument for Pre-Accession Assistance (IPA), and from financing from the European Investment Bank, the European Bank for Reconstruction and Development and other financial institutions. ***In particular, when developing the trans-European transport network, Member States should take into account to the ex ante conditionalities applicable to transport as provided for in Annex IV to Regulation (EU) No XXX2012 [Regulation laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund covered by the Common Strategic Framework and laying down general provisions on the***

Amendment

(30) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should be based on this Regulation and draw on the Connecting Europe Facility. Correspondingly, it should aim at aligning and combining funding from relevant internal and external instruments such as structural and cohesion funds, the Neighbourhood Investment Facility (NIF), the Instrument for Pre-Accession Assistance (IPA), and from financing from the European Investment Bank, the European Bank for Reconstruction and Development and other financial institutions.

***European Regional Development Fund,
the European Social Fund and the
Cohesion Fund and repealing Regulation
(EC) No 1083/2006***

Or. en

Justification

This reference could open up additional requirements being proposed to the TEN-T network in other regulations. The Commission has publically agreed that this text should be removed.

**Amendment 173
Herbert Dorfmann**

**Proposal for a regulation
Recital 30**

Text proposed by the Commission

(30) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should be based on this Regulation and draw on the Connecting Europe Facility. Correspondingly, it should aim at aligning and combining funding from relevant internal and external instruments such as structural and cohesion funds, the Neighbourhood Investment Facility (NIF), the Instrument for Pre-Accession Assistance (IPA), and from financing from the European Investment Bank, the European Bank for Reconstruction and Development and other financial institutions. In particular, when developing the trans-European transport network, Member States should take into account to the ex ante conditionalities applicable to transport as provided for in Annex IV to Regulation (EU) No XXX2012 [Regulation laying down common provisions on the European Regional

Amendment

(30) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should be based on this Regulation and draw on the Connecting Europe Facility. Correspondingly, it should aim at aligning and combining funding from relevant internal and external instruments such as structural and cohesion funds, the Neighbourhood Investment Facility (NIF), the Instrument for Pre-Accession Assistance (IPA), and from financing from the European Investment Bank, the European Bank for Reconstruction and Development and other financial institutions. In particular, when developing the trans-European transport network, Member States should take into account to the ex ante conditionalities applicable to transport as provided for in Annex IV to Regulation (EU) No XXX2012 [Regulation laying down common provisions on the European Regional

Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund covered by the Common Strategic Framework and laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1083/2006].

Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund covered by the Common Strategic Framework and laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1083/2006].

Moreover, Member States should widely adopt appropriate instruments to ensure cross-subsidisation, the expense of which should be borne by motorway operators, in order to begin implementing the TEN-T core network railway corridors.

Or. it

Justification

The use of the instrument of cross-subsidisation should be strengthened in order to finance, in particular, trans-European transport corridors with a view to making it viable, also economically, to complete them as soon as possible and transfer traffic from road to rail.

Amendment 174 Izaskun Bilbao Barandica

Proposal for a regulation Recital 30 a (new)

Text proposed by the Commission

Amendment

(30a) In order to guarantee that the financing policy for all financial programmes is transparent and is carried out in line with the objectives and priorities outlined in the TEN-T guidelines, detailed statistics need to be regularly compiled, processed and published on all relevant financial aid in the form of subsidies, loans or other financial instruments used for each project of common interest and for each mode of transport, as well as the results

obtained in each project, in both the core and comprehensive networks at European level and from the respective Member States.

Or. es

Amendment 175
Dominique Riquet

Proposal for a regulation
Recital 31

Text proposed by the Commission

(31) In order to update the Annexes and in particular the maps to take into account possible changes resulting from the actual usage of certain elements of transport infrastructure analysed against pre-established quantitative thresholds, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amendments to the Annexes. It is of particular importance for the Commission to carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Amendment

(31) In order to update the Annexes and in particular the maps to take into account possible changes resulting from the actual usage of certain elements of transport infrastructure analysed against pre-established quantitative thresholds, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amendments to the Annexes. It is of particular importance for the Commission to carry out appropriate consultations during its preparatory work, including *locally and* at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. fr

Amendment 176
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 31

Text proposed by the Commission

(31) In order to update the Annexes and in particular the maps to take into account possible changes resulting from the actual usage of certain elements of transport infrastructure analysed against pre-established quantitative thresholds, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amendments to the Annexes. It is of particular importance for the Commission to carry out appropriate consultations during its preparatory work, **including** at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Amendment

(31) In order to update the Annexes and in particular the maps to take into account possible changes resulting from the actual usage of certain elements of transport infrastructure analysed against pre-established quantitative thresholds, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amendments to the Annexes. It is of particular importance for the Commission to carry out appropriate consultations during its preparatory work **with the relevant authorities, including regional and local authorities, as well as** at expert level, **with the involvement of civil society**. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. es

Amendment 177

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 31

Text proposed by the Commission

(31) In order to update **the Annexes and in particular** the **maps** to take into account possible changes resulting from the actual usage of certain elements of transport infrastructure analysed against pre-established quantitative thresholds, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect

Amendment

(31) In order to update the **maps included in Annex I** to take into account possible changes resulting from the actual usage of certain elements of transport infrastructure analysed against pre-established quantitative thresholds, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union **and subject to Article 172 of the Treaty on the Functioning of the**

of amendments to *the Annexes*. It is of particular importance for the Commission to carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

European Union, should be delegated to the Commission in respect of amendments to *Annex I*. It is of particular importance for the Commission to carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing-up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. en

Amendment 178

Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation

Recital 31 a (new)

Text proposed by the Commission

Amendment

(31 a) When carrying out the review of the implementation of the core network in 2023, the Commission shall evaluate, in consultation with the Member States, the inclusion of other parts in the network, especially the priority projects included in the Decision 661/2010/EU, on Union guidelines for the development of the trans-European transport network.

Or. en

Justification

Some of the priority projects of Decision 661/2010/EU are not included in the core network. As efforts have already been made by Member States, they should be considered in the review to be made by 2023, at least.

Amendment 179

Marian-Jean Marinescu

Proposal for a regulation
Article 1 – paragraph 1

Text proposed by the Commission

1. This Regulation establishes the Union guidelines (hereinafter ‘the guidelines’) for the development of a trans-European transport network ***which determine the infrastructure of the trans-European transport network within which projects of common interest and projects of mutual interest are identified.***

Amendment

1. This Regulation establishes the Union guidelines (hereinafter ‘the guidelines’) for the development of a trans-European transport network.

Or. en

Amendment 180
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 1 – paragraph 1

Text proposed by the Commission

1. This Regulation establishes ***the Union*** guidelines (***hereinafter ‘the guidelines’***) for the development of a trans-European transport network ***which determine the infrastructure of the trans-European transport network within which projects of common interest and projects of mutual interest are identified.***

Amendment

1. This Regulation establishes guidelines for the development of a trans-European transport network ***comprising a dual-layer structure: the comprehensive network upon which the core network is established, and identifies*** projects of ***common*** interest.

Or. en

Amendment 181
Ramon Tremosa i Balcells

Proposal for a regulation
Article 1 – paragraph 2

Text proposed by the Commission

2. The guidelines specify the requirements

Amendment

2. The guidelines specify the requirements

to be respected by the *entities responsible for management of the infrastructure* of the trans-European *transport* network.

to be respected by the *Member States for the implementation* of the trans-European network.

Or. en

Justification

Member States should be financially responsible for the implementation of the TEN-T guidelines. The reference to “entities responsible” implies that other parties, such as port authorities or private operators, could be held financially liable for the implementation.

Amendment 182
Marian-Jean Marinescu

Proposal for a regulation
Article 1 – paragraph 2

Text proposed by the Commission

2. The guidelines specify the requirements to be respected by the *entities responsible for management of the infrastructure of the trans-European transport network*.

Amendment

2. The guidelines specify the requirements to be respected by the infrastructure *managers*.

Or. en

Amendment 183
Debora Serracchiani

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

4. *The guidelines provide* for measures for the implementation of the trans-European network.

Amendment

4. *It provides* for measures for the implementation of the trans-European network. *The implementation of projects depends on their degree of maturity and the availability of financial resources, without prejudging the financial commitment of a Member State or the Union.*

Justification

When considering the measures for TEN-T implementation, it is important to highlight both the current state of development of a project and the availability of the financial resources.

Amendment 184
Philip Bradbourn

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

4. The guidelines provide for measures for the implementation of the trans-European network.

Amendment

4. The guidelines provide for measures for the implementation of the trans-European network. ***The implementation of projects of common interest depends on their degree of maturity, the compliance with national and EU legal procedures and the availability of financial resources, without prejudging the financial commitment of a Member State or the Union.***

Amendment 185
James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation
Article 1 – paragraph 4

Text proposed by the Commission

4. The guidelines provide for measures for the implementation of the trans-European network.

Amendment

4. The guidelines provide for measures for the implementation of the trans-European network. ***The implementation of projects of common interest depends on their degree of maturity, the compliance with national and EU legal procedures and the availability of financial resources, without prejudging the financial commitment of a***

Member State or the Union.

Or. en

Justification

Article 3(a) defines all projects carried out on the TEN-T Network as ‘projects of common interest’. Articles 1.4 and 7.2(c) then provide assurance that the projects are economically viable and enable decisions on which projects should be developed and invested in on national networks to remain with the Member States concerned.

Amendment 186

Jean-Jacob Bicep

Proposal for a regulation

Article 1 – paragraph 4

Text proposed by the Commission

4. The guidelines provide for measures for the implementation of the trans-European network.

Amendment

4. The guidelines provide for measures **and deadlines** for the **smooth and sustainable** implementation of the trans-European network.

Or. fr

Amendment 187

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 1 – paragraph 4

Text proposed by the Commission

4. The guidelines provide for measures for the implementation of the trans-European network.

Amendment

4. The guidelines provide for measures for the implementation of the trans-European network. ***The implementation of projects of common interest depends on their degree of maturity, the compliance with national and EU legal procedures and the availability of financial resources, without prejudging the financial commitment of a Member State or the Union.***

Amendment 188
Georgios Koumoutsakos, Ismail Ertug

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

Text proposed by the Commission

– measures promoting the efficient management and use of such infrastructure.

Amendment

– measures promoting the efficient management and use of such infrastructure **and enabling sustainable and efficient transport services.**

Or. en

Justification

The scope should be aligned with the objectives set out under Article 4.

Amendment 189
Michael Cramer

Proposal for a regulation
Article 2 – paragraph 2 – introductory part

Text proposed by the Commission

2. Transport infrastructure of the trans-European transport network consists of:

Amendment

2. Transport infrastructure of the trans-European transport network **comprises primarily cross-border sections and** consists of:

Or. en

Amendment 190
David-Maria Sassoli

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

Text proposed by the Commission

(a) railway transport infrastructure as determined in Section 1 of Chapter II;

Amendment

(a) railway transport infrastructure as determined in Section 1 of Chapter II **and, for the sole purpose of accessibility to the trans-European transport network, the infrastructure of other rail-based systems;**

Or. it

Amendment 191

Debora Serracchiani, David-Maria Sassoli

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ga) a transport infrastructure which reflects the specific situations in various parts of the Union and provides a balanced coverage of the Union regions, including the outermost and other remote regions, also with a view to the accession of Croatia to the Union in 2013 and, subsequently, that of other candidate countries and potential candidates;

Or. it

Amendment 192

Philip Bradbourn

Proposal for a regulation

Article 3 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) ‘project of common interest’ means any **piece of planned transport infrastructure, of existing transport infrastructure or any modification of existing transport infrastructure that complies with the**

(a) ‘project of common interest’ means any **project carried out pursuant to the requirements of this Regulation;**

provisions of Chapter II and any measures providing the efficient management and use of such infrastructure;

Or. en

Amendment 193

James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation

Article 3 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) ‘project of common interest’ means any *piece of planned transport infrastructure, of existing transport infrastructure or any modification of existing transport infrastructure that complies with the provisions of Chapter II and any measures providing the efficient management and use of such infrastructure;*

(a) ‘Project of common interest’ means any *project carried out pursuant to the requirements of this Regulation;*

Or. en

Justification

Article 3 - subparagraph (a) defines all projects carried out on the TEN-T Network as ‘projects of common interest’. Article 1 - paragraphs 4 and 7 - paragraph 2 -subparagraph c then provide assurance that the projects are economically viable and enables decisions on which projects should be developed and invested in on national networks to remain with the Member States concerned.

Amendment 194

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 3 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) ‘project of common interest’ means any *piece of planned transport infrastructure, of existing transport infrastructure or any modification of existing transport infrastructure that complies with the provisions of Chapter II and any measures providing the efficient management and use of such infrastructure;*

(a) ‘project of common interest’ means any *project carried out pursuant to the requirements of this Regulation;*

Or. en

Amendment 195
Philip Bradbourn

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

Text proposed by the Commission

Amendment

(a a) 'Interoperability for systems' is the capacity of systems and the underlying business processes to exchange data and to share information and knowledge;

Or. en

Justification

There needs to be a distinction between interoperability between modes and of interoperability between systems.

Amendment 196
Izaskun Bilbao Barandica

Proposal for a regulation
Article 3 – paragraph 1 – point e

Text proposed by the Commission

Amendment

(e) ‘European added value’ means, in

(e) ‘European added value’ means, in

relation to a project, the value resulting from *Union* intervention which *is additional* to the value *that would otherwise have been created by* Member State *action alone*;

relation to a project, the value resulting from *the strategic options and/or from financial* intervention *by the Union or by Member States*, which, *in addition* to the *potential* value *for each* Member State *individually, involves a significant and measurable improvement to the connections and transport flows between the Member States as regards sustainability, efficiency cohesion and competitiveness, in line with the TEN-T objectives as defined in Article 4*;

Or. es

Amendment 197
Michael Cramer

Proposal for a regulation
Article 3 – paragraph 1 – point e

Text proposed by the Commission

(e) ‘European added value’ means, in relation to a project, the value resulting from Union intervention which is additional to the value that would otherwise have been created by Member State action alone;

Amendment

(e) ‘European added value’ means, in relation to a project, the value resulting from Union intervention which is additional to the value that would otherwise have been created by Member State action alone, *leading to a net reduction of greenhouse gas emissions compared to baseline year 1990 and focusing on cross-border connections that have been cut or abandoned since the end of the Second World War*;

Or. en

Amendment 198
Olga Sehnalová, Libor Rouček, Oldřich Vlasák

Proposal for a regulation
Article 3 – paragraph 1 – point e

Text proposed by the Commission

Amendment

(e) 'European added value' means, in relation to a project, the value resulting from Union intervention ***which is additional to the value that would otherwise have been created by Member State action alone;***

(e) 'European added value' means, in relation to a project, the value resulting from Union intervention ***in terms of the project's contribution to achieving the objectives set out in Article 4;***

Or. cs

Justification

Since a more precise and narrower definition of 'European added value' is required, it is proposed that this concept be linked directly to the TEN-T objectives set out in Article 4. The 'European added value' of a given project would thus always be assessed on the basis of its contribution to fulfilment of the TEN-T objectives.

Amendment 199
Spyros Danellis

Proposal for a regulation
Article 3 – paragraph 1 – point e

Text proposed by the Commission

Amendment

(e) 'European added value' means, in relation to a project, ***the*** value resulting from Union intervention which is additional to the value that would otherwise have been created by Member State action alone;

(e) 'European added value' means, in relation to a project, ***the economic, social and environmental*** value resulting from Union intervention which is additional to the value that would otherwise have been created by Member State action alone;

Or. en

Amendment 200
Marian-Jean Marinescu

Proposal for a regulation
Article 3 – paragraph 1 – point e

Text proposed by the Commission

Amendment

(e) 'European added value' means, in

(e) 'European added value' means, in

relation to a project, the value resulting from Union intervention which is additional to the value that would otherwise have been created by Member State action alone;

relation to a project, the value resulting from Union intervention, which is additional to the value that would otherwise have been created by Member State action alone **and from contributing to the TEN-T objectives**;

Or. en

Amendment 201
Dominique Riquet

Proposal for a regulation
Article 3 – point g

Text proposed by the Commission

(g) 'intelligent transport systems (ITS)' mean systems using information, communication, navigation and positioning/localization technologies in order to manage mobility and traffic on the trans-European transport network and to provide value added services to citizens and operators, including for safe, secure, environmentally sound and capacity efficient use of the network. ***They may also include onboard devices, provided they form an indivisible system with corresponding infrastructure components.*** They include systems, technologies and services referred to in points (h)-(l);

Amendment

(g) 'intelligent transport systems (ITS)' mean systems using information, communication, navigation and positioning/localization technologies in order to manage infrastructure, mobility and traffic on the trans-European transport network and to provide value added services to citizens and operators, including for safe, secure, environmentally sound and capacity efficient use of the network. They include systems, technologies and services referred to in points (h)-(l);

Or. fr

Amendment 202
Vicky Ford

Proposal for a regulation
Article 3 – paragraph 1 – point k

Text proposed by the Commission

(k) 'e Maritime services' means services

Amendment

(k) 'e Maritime services' means services

using advanced and interoperable information technologies in the maritime transport sector to facilitate the throughput of cargo at sea and in port areas;

using advanced and interoperable information technologies in the maritime transport sector to facilitate the throughput of cargo at sea and in port areas, ***including port community systems and single window services such as the integrated maritime single window as provided in Directive 2010/65/EU, port community systems and relevant customs information systems;***

Or. en

Amendment 203
David-Maria Sassoli

Proposal for a regulation
Article 3 – paragraph 1 – point m

Text proposed by the Commission

(m) 'transport mode' means railway, inland waterways, road, maritime or air transport;

Amendment

(m) 'transport mode' means railway ***and other rail-based systems***, inland waterways, road, maritime or air transport;

Or. it

Amendment 204
Luis de Grandes Pascual, Inés Ayala Sender

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

Text proposed by the Commission

Amendment

(n a) 'interoperability' means the ability of a transport mode to allow the safe and uninterrupted movement of its vehicles in order to meet its required levels of performance. This ability depends on all the technical, operational and regulatory conditions under which the respective transport mode operates. It may include innovative solutions that improve the

compatibility among the different systems, such as on-board equipment and multigauge tracks;

Or. en

Justification

This is a slight improvement of Amendment 22, tabled by the draftsmen.

Amendment 205

Dominique Vlasto, Christine De Veyrac, Michel Dantin

Proposal for a regulation

Article 3 – point n a (new)

Text proposed by the Commission

Amendment

(na) 'interconnection of transport modes' means the physical linking of a transport mode and/or its network with equipment or facilities belonging to another transport mode or network;

Or. fr

Amendment 206

Bogusław Liberadzki

Proposal for a regulation

Article 3 – paragraph 1 – point o

Text proposed by the Commission

Amendment

(o) ‘urban node’ means an urban area **where** the transport infrastructure of the trans-European transport network **is** connected with other parts of that infrastructure and with the infrastructure for regional and local traffic;

(o) ‘urban node’ means an urban area **including** the transport infrastructure of the trans-European transport network **such as ports, airports, railway stations, logistic platforms and freight terminals located in and around an urban area and** connected with other parts of that infrastructure and with the infrastructure for regional and local traffic;

Justification

This amendment serves as an extension of the Rapporteurs' Amendment 26 while also including railway stations into the specifications of urban node.

Amendment 207

Corien Wortmann-Kool

Proposal for a regulation

Article 3 – paragraph 1 – point o

Text proposed by the Commission

(o) 'urban node' means an urban area where the transport infrastructure of the trans-European transport network is connected with other parts of that infrastructure and with the infrastructure for regional and local traffic;

Amendment

(o) 'urban node' means an urban area where the transport infrastructure of the trans-European transport network, ***such as ports, airports, logistic platforms, freight and passenger terminals located in and around an urban area*** is connected with other parts of that infrastructure and with the infrastructure for regional and local traffic;

Justification

Mobility of people is important; therefore it is of great value to also mention passenger terminals in urban conurbations.

Amendment 208

Peter van Dalen

Proposal for a regulation

Article 3 – paragraph 1 – point o

Text proposed by the Commission

(o) 'urban node' means an urban area ***where*** the transport infrastructure of the trans-European transport network ***is*** connected

Amendment

(o) 'urban node' means an urban area, ***including*** the transport infrastructure of the trans-European transport network, ***which***

with other parts of that infrastructure and with the infrastructure for regional and local traffic;

includes passenger terminals that are located in and around conurbations and are connected with other parts of that infrastructure and with the infrastructure for regional and local traffic;

Or. nl

Amendment 209
Silvia-Adriana Țicău

Proposal for a regulation
Article 3 – paragraph 1 – point v

Text proposed by the Commission

(v) 'urban node' means an urban area ***where the*** transport infrastructure of the trans-European transport network ***is*** connected with other parts of that infrastructure and with the infrastructure for regional and local traffic;

Amendment

(v) 'urban node' means an urban area ***including*** transport infrastructure ***within*** the trans-European transport network, ***such as ports, airports, railway stations, logistic platforms and passenger and freight terminals located in and around an urban area and*** connected with other parts of that infrastructure and with the infrastructure for regional and local traffic;

Or. ro

Amendment 210
Michael Cramer

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

Text proposed by the Commission

(o a) 'cross-border section' means the connection between the nearest nodes on both sides of the border;

Amendment

Or. en

Justification

The EU must focus its efforts on cross-border sections with real European added value. For this purpose, a clear definition of cross-border sections is necessary.

Amendment 211

Michael Cramer

Proposal for a regulation

Article 3 – paragraph 1 – point o b (new)

Text proposed by the Commission

Amendment

(o b) 'bottleneck' means a physical, operational or organisational barrier that interrupts the continuity of transport flows. Such a barrier can be absorbed primarily by a more efficient use or the upgrading and rehabilitation of existing infrastructure. If this proves insufficient, new infrastructure may have to be built;

Or. en

Justification

A more realistic definition of bottle-necks is needed, focusing on an efficient absorption and not only the construction of new, expensive infrastructure. ERTMS, for instance, can increase capacity on existing lines by up to 30%.

Amendment 212

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 3 – paragraph 1 – point q

Text proposed by the Commission

Amendment

(q) 'freight terminal' means a structure equipped for transshipment between at least two transport modes and for temporary storage of freight such as ports, inland ports, airports and rail-road terminals;

(q) 'freight terminal' means a structure equipped for transshipment between at least two transport modes and ***between two different rail systems***, for temporary storage of freight such as ports, inland

ports, airports and rail-road terminals;

Or. en

Amendment 213

Roberts Zile, Philip Bradbourn, Ryszard Antoni Legutko, Bogdan Kazimierz Marcinkiewicz, Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 3 – paragraph 1 – point q

Text proposed by the Commission

(q) ‘freight terminal’ means a structure equipped for transshipment between at least two transport modes **and** for temporary storage of freight such as ports, inland ports, airports and rail-road terminals;

Amendment

(q) ‘freight terminal’ means a structure equipped for transshipment between at least two transport modes **or between two different rail systems and** for temporary storage of freight such as ports, inland ports, airports and rail-road terminals;

Or. en

Amendment 214

Roberts Zile, Philip Bradbourn, Oldřich Vlasák

Proposal for a regulation

Article 3 – paragraph 1 – point q a (new)

Text proposed by the Commission

Amendment

(q a) ‘isolated network’ means the rail network of a Member State, or a part thereof, with a track gauge which is different to that of the European standard nominal track gauge (1435mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;

Or. en

Justification

Certain infrastructure enhancements in support to interoperability don't make technical and economical sense in those Member States where railway network is isolated by geographical or different rail gauge size reasons. Infrastructure investments can't be justified and would not support interoperability, as these networks would still remain isolated. To ensure that diversity and specifics of rail networks in the EU are properly reflected, concept of "isolated network" should be introduced.

Amendment 215

David-Maria Sassoli

Proposal for a regulation

Article 3 – paragraph 1 – point r a (new)

Text proposed by the Commission

Amendment

(ra) 'interconnection' means an infrastructure element or system which enables a transport connection to be made between two or more items of trans-European transport network infrastructure, terminals or nodes;

Or. it

Amendment 216

Zigmantas Balčytis

Proposal for a regulation

Article 3 – paragraph 1 – point r a (new)

Text proposed by the Commission

Amendment

(r a) 'isolated network' means the rail network of a Member State, or a part thereof, with a track gauge which is different to that of the European standard nominal track gauge (1435mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or

peripheral location;

Or. en

Amendment 217
Petri Sarvamaa

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

Text proposed by the Commission

Amendment

(r a) 'isolated network' means the rail network of a Member State, or a part thereof, with a track gauge which is different to that of the European standard nominal track gauge (1435mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;

Or. en

Amendment 218
Vilja Savisaar-Toomast

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

Text proposed by the Commission

Amendment

(r a) 'isolated network' means the rail network of a Member State, or a part thereof, with a track gauge which is different to that of the European standard nominal track gauge (1435mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or

peripheral location;

Or. en

Justification

The type of infrastructure enhancements in the Commission's TEN-T proposal, which support interoperability and make financial sense on parts of the European mainland, do not make sense in the specific context of some of the member states. This is particularly true for the rail sector, where expensive infrastructure investments would not be justifiable on networks which are small and isolated. Therefore, the concept of "isolated networks" should be included in the proposal to ensure that the diversity of rail networks in the EU is properly reflected.

Amendment 219
Izaskun Bilbao Barandica

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

Text proposed by the Commission

Amendment

(ra) 'socio-economic cost-benefit analysis' means a quantified ex-ante evaluation on the basis of a harmonised methodology of the value of a project or programme, taking into account all the social and economic benefits and costs and the climate, environmental and territorial impact, and serving as an indicator of contribution to wellbeing;

Or. es

Amendment 220
James Nicholson, Diane Dodds, Martina Anderson

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

Text proposed by the Commission

Amendment

(r a) 'isolated network' means the rail network of a Member State, or a part

thereof, with a track gauge which is different to that of the European standard nominal track gauge (1435mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;

Or. en

Justification

Northern Ireland shares a rail network with the Republic of Ireland. The entire network operates on a track gauge different from the European Standard nominal track gauge. It is not economically viable to upgrade the network to specified standards in the TEN-T Regulation as an upgrade couldn't deliver the benefits envisaged. Northern Ireland's isolated rail network does not transport freight due to the short travelling distances. The improvements necessary would cost a total of £1.46bn.

Amendment 221

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko, Oldřich Vlasák

Proposal for a regulation

Article 3 – paragraph 1 – point r a (new)

Text proposed by the Commission

Amendment

(r a) 'revitalisation' means a process resulting in the achievement of the original construction parameters of existing infrastructure facilities with the long term improvement of its quality compared to the current state, in line with the application of the requirements and the provisions of this Regulation;

Or. en

Amendment 222

Jean-Jacob Bicep

Proposal for a regulation
Article 3 – point r a (new)

Text proposed by the Commission

Amendment

(ra) 'socio-economic cost-benefit analysis' means a quantified ex-ante evaluation on the basis of a harmonised methodology of the value of a project or programme, including an overall environmental impact assessment, taking into account all social, economic and environmental costs and benefits, and serving as an indicator of contribution to well-being;

Or. fr

Amendment 223
Spyros Danellis

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

Text proposed by the Commission

Amendment

(r a) 'isolated network' means the rail network of a Member State, or a part thereof, with a track gauge which is different to that of the European standard nominal track gauge (1435mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;

Or. en

Justification

Infrastructure enhancements that make financial sense on the European mainland do not make sense in the specific context of rail sectors of peripheral member states without critical mass or proximity to markets. Expensive investments would not be justifiable on networks which are, and would remain even with ERTMS/electrification, small and isolated (by

geography or difference of rail gauge). The concept of “isolated networks” will help reflect the diversity of rail networks in the EU.

Amendment 224

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 3 – paragraph 1 – point r a (new)

Text proposed by the Commission

Amendment

(r a) 'border crossing point' means the infrastructure necessary to ensure seamless traffic flow, border checks, border surveillance and other border control procedures;

Or. en

Amendment 225

Silvia-Adriana Țicău

Proposal for a regulation

Article 3 – paragraph 1 – point r a (new)

Text proposed by the Commission

Amendment

(r a) 'bottleneck' means a physical barrier that leads to a system break affecting the continuity of long-distance flows. Such a barrier can be absorbed by new infrastructure and/or upgrading or modernising of existing infrastructure;

Or. en

Amendment 226

Jim Higgins

Proposal for a regulation

Article 3 – paragraph 1 – point r a (new)

Text proposed by the Commission

Amendment

(r a) 'isolated network' means the rail network of a Member State, or a part thereof, with a track gauge which is different to that of the European standard nominal track gauge (1435mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;

Or. en

Justification

In a small number of peripheral states, the transport market does not enjoy the economic benefits of large critical mass and proximity to markets. Expensive infrastructure investments would not be justifiable on networks which are small and isolated, such as island states. Diversity of rail networks in the EU needs to be properly reflected in the legislation.

Amendment 227

Izaskun Bilbao Barandica

Proposal for a regulation

Article 3 – paragraph 1 – point r b (new)

Text proposed by the Commission

Amendment

(rb) 'climate impact' means the greenhouse gas effects of existing, new or modernised transport infrastructure on the basis of a harmonised methodology that includes:

- 1. – the situation with regard to greenhouse gas emissions from traffic and infrastructure operation, maintenance and management;***
- 2. – the development of greenhouse gas emissions from construction or modernisation processes.***

Amendment 228
Spyros Danellis

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

Text proposed by the Commission

Amendment

(r b) 'climate impact assessment' means an ex-ante evaluation of the absolute and relative greenhouse gas impacts of new, extended or upgraded transport infrastructure on the basis of a harmonised methodology, publicly accessible by citizens in accordance with the Aarhus Convention, comprising:

- 1. changes in greenhouse gas emissions from traffic;*
- 2. changes in greenhouse gas emissions from infrastructure operation, maintenance and management;*
- 3. greenhouse gas emissions from infrastructure construction, development and end-of-life processes;*
- 4. indirect effects on other sectors;*

Or. en

Justification

The information contained in the climate impact assessment, such as environmental impact assessments, should be publicly accessible.

Amendment 229
Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

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

Text proposed by the Commission

Amendment

(r b) 'cross border section' means the section which ensures the continuity of a project of common interest between at least two Member States or between a Member State and a neighbouring country;

Or. en

Amendment 230
David-Maria Sassoli

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

Text proposed by the Commission

Amendment

(rb) 'interoperability' means the ability of a rail system to allow the safe and uninterrupted movement of trains which accomplish the required levels of performance for these lines. This ability depends on all the regulatory, technical and operational conditions which must be met in order to satisfy the essential requirements;

Or. it

Amendment 231
David-Maria Sassoli

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

Text proposed by the Commission

Amendment

(rc) 'integration' means an infrastructure or technological measure to supplement or improve the performance of the trans-European transport network in functional

terms, also by expanding the mobility and transport catchment area;

Or. it

Amendment 232

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(1a) 'alternative clean fuels' mean fuels which substitute conventional motor fuels like gasoline and diesel in the energy supply for transport and contribute to its decarbonisation; they include electricity, hydrogen, biofuels (liquids), synthetic fuels, methane (natural gas and biomethane) and Liquefied Petroleum Gas (LPG).

Or. en

Amendment 233

Jean-Jacob Bicep

Proposal for a regulation

Article 4 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) meet the mobility and transport needs of its users within the Union and in the relations with third countries, thereby contributing to further economic growth and competitiveness;

(a) meet the mobility and transport needs of **all** its users within the Union and in the relations with third countries, thereby contributing to further economic growth and competitiveness **and enhance social cohesion**;

Or. fr

Amendment 234
Silvia-Adriana Țicău

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

Text proposed by the Commission

(a) meet the mobility and transport needs of its users within the Union and in the relations with third countries, thereby contributing to further economic growth and competitiveness;

Amendment

(a) meet the mobility and transport needs of its users within the Union and in the relations with third countries, thereby contributing to further economic growth, ***territorial cohesion*** and competitiveness;

Or. ro

Amendment 235
Jean-Jacob Bicep

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

Text proposed by the Commission

(b) are economically efficient, contribute to the objectives of low-carbon and clean transport, fuel security and environmental protection, are safe and secure and have high quality standards, both for passenger and freight transport;

Amendment

(b) are economically efficient, contribute to the objectives of low-carbon and clean transport, fuel security and environmental protection ***in accordance with the criteria laid down in Article 3(ra)***, are safe and secure and have high quality standards, both for passenger and freight transport;

Or. fr

Amendment 236
Michel Dantin, Dominique Vlasto

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

Text proposed by the Commission

(b) are economically efficient, contribute to the objectives of low-carbon and clean

Amendment

(b) are economically efficient, contribute to the objectives of low-carbon and clean

transport, fuel security *and* environmental protection, are safe and secure and have high quality standards, both for passenger and freight transport;

transport, fuel security, environmental protection *and adaptation to climate change*, are safe and secure and have high quality standards, both for passenger and freight transport;

Or. fr

Justification

The objective of adaptation to climate change, which is referred to in Article 5 (resource-efficient network) and Article 41 (climate change-proven infrastructure and disaster resilience) of the proposal for a regulation, must also be included among the requirements to be met by TEN-T services and operations, as defined in this article.

Amendment 237

Silvia-Adriana Țicău

Proposal for a regulation

Article 4 – paragraph 1 – point b

Text proposed by the Commission

(b) *are* economically efficient, contribute to the objectives of low-carbon and clean transport, fuel security and environmental protection, are safe and secure and have high quality standards, both for passenger and freight transport;

Amendment

(b) *ensure that all regions have at least two fast access routes connecting them to the network, offer solutions that are* economically efficient, contribute to the objectives of low-carbon and clean transport, fuel security and environmental protection, are safe and secure and have high quality standards, both for passenger and freight transport;

Or. ro

Amendment 238

Michael Cramer

Proposal for a regulation

Article 4 – paragraph 1 – point b

Text proposed by the Commission

(b) are economically efficient, **contribute** to the objectives of low-carbon and clean transport, fuel security **and environmental** protection, are safe and secure and have high quality standards, both for passenger and freight transport;

Amendment

(b) are economically efficient, **demonstrate a quantified contribution** to the objectives of low-carbon and clean transport, fuel security, **environmental and biodiversity** protection, are safe and secure and have high quality standards, both for passenger and freight transport;

Or. en

Amendment 239

Michael Cramer

Proposal for a regulation

Article 4 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) lead to a modal shift in order to minimise all environmental and social costs, including greenhouse gas emissions, air pollutants, noise pollution, water and soil contamination, and to protect biodiversity, habitats and health;

Or. en

Amendment 240

Jean-Jacob Bicep

Proposal for a regulation

Article 4 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) promote **the most advanced** technological and operational concepts;

(c) promote technological and operational concepts **which make it possible to exploit clean and socially and environmentally sustainable transport modes to the full;**

Or. fr

Amendment 241
Spyros Danellis

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

Text proposed by the Commission

(c) promote the most advanced technological and operational concepts;

Amendment

(c) promote the most advanced technological and operational concepts ***broadly across transport modes and Member States***;

Or. en

Justification

To maximise positive network effects and system-wide benefits, it is preferable to promote technologies widely across the Union's Member States and regions. The same goes for transport modes, to avoid privileging technological advancement in an uneven way among them.

Amendment 242
Nuno Teixeira

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 ***seamless mobility for persons and goods and*** accessibility of all regions of the Union, thereby promoting social, economic and territorial cohesion and supporting inclusive growth, ***paying particular attention to the Union's remote and outermost regions.***

Or. pt

Justification

Mobility must be equally guaranteed for persons and goods and the accessibility of all the

regions, in particular the outermost regions pursuant to Articles 349 and 355 TFEU, must be ensured in order to secure the objective of social, economic and territorial cohesion and reduce the remoteness of some of the Union's regions.

Amendment 243

Roberts Zīle, Vilja Savisaar-Toomast, Zigmantas Balčytis, Ryszard Antoni Legutko, Silvia-Adriana Țicău

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) ***Cohesion through:***

(i) contributing to accessibility ***and connectivity*** of all regions of the Union, ***including outermost regions, insular, peripheral as well as mountainous ones,*** thereby promoting social, economic and territorial cohesion, supporting inclusive growth, ***and reducing transport infrastructure disparities among various parts of the Union.***

Or. en

Amendment 244

Jean-Jacob Bicep

Proposal for a regulation

Article 4 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) contribute to a shift towards the transport modes which are the cleanest and most sustainable in terms of social cohesion and respect for the environment;

Or. fr

Amendment 245
Michael Cramer

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

Text proposed by the Commission

(a) the interconnection and interoperability of national transport networks;

Amendment

(a) ***first and foremost***, the interconnection and interoperability of national transport networks ***while concentrating resources on cross-border sections that have been abandoned or cut since the end of the Second World War and giving priority to the upgrading or rehabilitation of existing infrastructure***;

Or. en

Amendment 246
Silvia-Adriana Țicău

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

Text proposed by the Commission

(a) the interconnection and interoperability of national transport networks;

Amendment

(a) the interconnection and interoperability of ***regional and*** national transport networks;

Or. ro

Amendment 247
Marita Ulvskog

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

Text proposed by the Commission

(c) the development of all transport modes

Amendment

(c) the development of all transport modes

in a manner consistent with ensuring sustainable and economically efficient transport in the long term;

in a manner consistent with ensuring sustainable and economically **and socially** efficient transport in the long term;

Or. en

Amendment 248
Jean-Jacob Bicep

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

Text proposed by the Commission

(c) the development of **all** transport modes in a manner consistent with ensuring sustainable and economically efficient transport in the long term;

Amendment

(c) the development **as a matter of priority** of **the cleanest** transport modes in a manner consistent with ensuring sustainable and economically efficient transport in the long term;

Or. fr

Amendment 249
Michael Cramer

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

Text proposed by the Commission

(e) the efficient use of infrastructure;

Amendment

(e) the efficient use of **existing** infrastructure **as a priority ahead of the consideration of any new build projects**;

Or. en

Amendment 250
Michael Cramer

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

Text proposed by the Commission

Amendment

(f) promotion of a broad use of transport with the most carbon neutral effect;

(f) promotion of a broad use of transport with the most carbon neutral effect, ***while minimising future external costs***;

Or. en

Amendment 251
Jean-Jacob Bicep

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

Text proposed by the Commission

Amendment

(f) promotion of ***a broad*** use of transport with the ***most carbon neutral effect***;

(f) promotion of the use of transport with the ***lowest environmental impact***;

Or. fr

Amendment 252
Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

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

Text proposed by the Commission

Amendment

(f) promotion of ***a broad use of*** transport ***with the most carbon neutral effect***;

(f) promotion of ***low-carbon*** transport;

Or. en

Amendment 253
Izaskun Bilbao Barandica

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

Text proposed by the Commission

Amendment

(h) the establishment of infrastructure requirements, notably in the field of interoperability, safety and security, which will benchmark quality, efficiency and sustainability of transport services;

deleted

Or. es

Amendment 254
Debora Serracchiani

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

Text proposed by the Commission

Amendment

(h) the establishment of infrastructure requirements, notably in the field of interoperability, safety and security, which will benchmark quality, efficiency and sustainability of transport services;

(h) the establishment of infrastructure requirements, notably in the field of interoperability, safety and security, which will benchmark quality, efficiency and sustainability ***in line with the positive socio-economic benefits*** of transport services;

Or. en

Amendment 255
Izaskun Bilbao Barandica

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

Text proposed by the Commission

Amendment

(i) for both passenger and freight traffic, seamless connections between transport infrastructure for long-distance traffic ***on the one hand***, and regional and local traffic ***on the other***;

(i) for both passenger and freight traffic, seamless connections between transport infrastructure for long-distance traffic and regional and local traffic; ***there is also a need to establish infrastructure requirements in the fields of interoperability, safety and security, and***

the quality, efficiency and sustainability of transport services;

Or. es

Amendment 256
Spyros Danellis

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

Text proposed by the Commission

(i) for both passenger and freight traffic, seamless connections between transport infrastructure for long-distance traffic on the one hand, and regional and local traffic on the other;

Amendment

(i) for both passenger and freight traffic, seamless connections between transport infrastructure for long-distance traffic on the one hand, and regional and local traffic on the other, ***including soft mobility options such as cycling and walking;***

Or. en

Justification

Transport users should be provided with appropriate infrastructure (cycle parking areas, cycling paths, bicycle sharing systems etc.) to complete the "last mile" by cycling or walking.

Amendment 257
Spyros Danellis

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, ***insular*** and other peripheral ***regions***;

Or. en

Justification

A balance coverage of European regions implies due attention to the particularities of insular regions, as in Article 174 of the Treaty on Functioning of the European Union.

Amendment 258 **Silvia-Adriana Țicău**

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 *closes the developmental gap between the Member States' transport systems* and provides for a balanced coverage of European regions, including outermost regions and other peripheral ones;

Or. ro

Amendment 259 **Michael Cramer**

Proposal for a regulation **Article 4 – paragraph 2 – point k**

Text proposed by the Commission

(k) accessibility for *elderly people*, persons *of reduced mobility and for disabled passengers*.

Amendment

(k) *barrier-free intermodal* accessibility for *disabled passengers and* persons *with reduced mobility, such as those with wheelchairs, strollers, bicycles and heavy luggage*.

Or. en

Amendment 260 **Hubert Pirker**

Proposal for a regulation
Article 5 – title

Text proposed by the Commission

Amendment

Resource efficient network

Resource efficient network ***and special circumstances***

Or. de

Justification

This amendment should be considered in conjunction with the one tabled to Article 5.

Amendment 261
Jean-Jacob Bicep

Proposal for a regulation
Article 5 – title

Text proposed by the Commission

Amendment

Resource efficient network

Environmentally friendly network

Or. fr

Amendment 262
Michael Cramer

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

Text proposed by the Commission

Amendment

(a) an optimisation of infrastructure integration and interconnection;

(a) an optimisation of infrastructure integration and interconnection, ***while focusing efforts and concentrating resources on cross-border sections that have been abandoned or cut since the end of the Second World War. Priority should be given to the upgrading or rehabilitation of existing infrastructure;***

Amendment 263

Vicky Ford

Proposal for a regulation

Article 5 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) the broad deployment of new technologies and ITS;

deleted

Or. en

Amendment 264

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 5 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) the broad deployment of new technologies and ITS;

(b) the broad deployment of new technologies and ITS, **where it is economically justified;**

Or. en

Amendment 265

Michael Cramer

Proposal for a regulation

Article 5 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) the broad deployment of new technologies and ITS;

(b) the broad deployment of new technologies and ITS **in order to ensure efficient use of existing infrastructure as a priority ahead of capacity-increase or new build projects;**

Amendment 266

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 5 – paragraph 1 – point b

Text proposed by the Commission

(b) the ***broad*** deployment of new technologies and ITS;

Amendment

(b) the deployment of new technologies and ITS, ***where it is economically justified***;

Or. en

Amendment 267

Vicky Ford

Proposal for a regulation

Article 5 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) an optimisation of infrastructure integration and interconnection;

Or. en

Amendment 268

Michael Cramer

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, ***including demand-management measures***;

Or. en

Amendment 269

Artur Zasada, Elżbieta Katarzyna Łukacijewska

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) **development**, improvement and maintenance of existing transport infrastructure;

Or. en

Amendment 270

Ramon Tremosa i Balcells

Proposal for a regulation

Article 5 – paragraph 1 – point e

Text proposed by the Commission

(e) the assessment of strategic environmental impact, with the establishment of appropriate plans and programmes and of impacts on climate mitigation;

Amendment

(e) the assessment of strategic environmental impact, with the establishment of appropriate plans and programmes and of impacts on climate mitigation, **ensuring special and fast-track procedures for projects of common interest;**

Or. en

Justification

The proposed TEN-T guidelines should propose measures that aim at achieving a better integration of transport and environmental policy objectives, by acknowledging that projects that will be given the 'common interest' status, fulfil 'Imperative Reasons of Overriding Public Interest' (IROPI or similar) criteria. Also, the TEN-T guidelines should include special and fast track procedures for projects of common interest in order to deal with environmental and other assessments in an efficient manner.

Amendment 271
Jean-Jacob Bicep

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

Text proposed by the Commission

(e) the assessment of **strategic** environmental impact, with the establishment of appropriate plans and programmes and of impacts on climate mitigation;

Amendment

(e) the assessment of environmental impact, with the establishment of appropriate plans and programmes and of impacts on climate mitigation;

Or. fr

Amendment 272
Michael Cramer

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

Text proposed by the Commission

(e) the assessment of strategic environmental impact, **with the establishment of appropriate** plans and programmes and of impacts on climate mitigation;

Amendment

(e) the assessment of strategic environmental impact, **including the assessment of all projects**, plans and programmes and of impacts on climate mitigation;

Or. en

Amendment 273
Michel Dantin

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

Text proposed by the Commission

(g) adequate consideration of the vulnerability of transport infrastructure with regard to a changing climate as well as natural and man-made disasters.

Amendment

(g) adequate consideration of the vulnerability of transport infrastructure with regard to a changing climate as well as natural and man-made disasters, **in**

order to adapt infrastructure to cope with these challenges.

Or. fr

Justification

Reference should be made to the concept of ‘adapting’ infrastructure to cope with the impact of climate change.

Amendment 274
Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation
Article 5 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(g a) promotion of sustainable and efficient transport services.

Or. en

Amendment 275
Hubert Pirker

Proposal for a regulation
Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

In planning and developing the trans-European Transport Network, Member States, regional and local authorities, infrastructure managers, transport undertakings and public and private agencies shall take account of the particular circumstances in the various parts of the Union, such as, in particular, tourism aspects and topographical features of the regions concerned, and shall, where necessary, propose alternative routes or special construction

measures which respect the methodology laid down in this Regulation.

Or. de

Justification

Local circumstances must be taken into account in the detailed planning of routes in the trans-European Transport Network. Regions where tourism is important will require different construction measures to industrial areas; mountain regions will, for instance, require different noise protection measures to plains. These criteria must already be applied when planning routes.

Amendment 276
Izaskun Bilbao Barandica

Proposal for a regulation
Article 6 – paragraph 1

Text proposed by the Commission

1. The gradual development of the trans-European transport network shall in particular be achieved by implementing a dual-layer structure for this network, comprising a comprehensive network and a core network.

Amendment

1. The gradual development of the trans-European transport network shall in particular be achieved by implementing a dual-layer structure for this network ***with a coherent and transparent methodological approach***, comprising a comprehensive network and a core network.

Or. es

Amendment 277
Markus Ferber

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

1. Projects of common interest shall ***contribute to the development of the trans-European transport network through the creation of new transport***

Amendment

1. Projects of common interest shall ***form a common objective, the implementation of which depends on their degree of maturity and the availability of financial resources,***

infrastructure, the maintenance, rehabilitation and upgrading of existing transport infrastructure and through measures promoting its resource-efficient use.

without prejudging the financial commitment of a Member State or the Union.

Or. de

Amendment 278
Jean-Jacob Bicep

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

1. Projects of common interest shall contribute to the development of the trans-European transport network through the creation of new transport infrastructure, the maintenance, rehabilitation and upgrading of existing transport infrastructure and through measures promoting its *resource-efficient use*.

Amendment

1. Projects of common interest shall contribute to the development of the trans-European transport network through the creation of new transport infrastructure, the maintenance, rehabilitation and upgrading of existing transport infrastructure and through measures promoting its *lower environmental impact*.

Or. fr

Amendment 279
Michael Cramer

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

1. Projects of common interest shall contribute to the development of the trans-European transport network through the *creation of new* transport infrastructure, *the maintenance, rehabilitation and upgrading of existing* transport infrastructure *and through measures promoting its resource-efficient use*.

Amendment

1. Projects of common interest shall contribute to the development of the trans-European transport network through the *maintenance, rehabilitation and upgrading of existing* transport infrastructure *and, if necessary, through the creation of new* transport infrastructure, *while focusing efforts and concentrating its resources on cross-*

border sections that have been abandoned or cut since the end of the Second World War.

Or. en

Amendment 280
Marian-Jean Marinescu

Proposal for a regulation
Article 7 – paragraph 2 – point a

Text proposed by the Commission

Amendment

(a) contribute to the objectives set out in Article 4;

(a) contribute to the **applying** objectives set out in Article 4;

Or. en

Amendment 281
Michael Cramer

Proposal for a regulation
Article 7 – paragraph 2 – point a

Text proposed by the Commission

Amendment

(a) contribute to the objectives set out in Article 4;

(a) contribute to **all** the objectives set out in Article 4 **and 5**;

Or. en

Amendment 282
James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation
Article 7 – paragraph 2 – point c

Text proposed by the Commission

Amendment

(c) **have been subject to a socio-economic cost benefit analysis resulting in a positive**

(c) **be economically viable on the basis of the socio-economic costs and benefits;**

net present value;

Or. en

Justification

Article 3(a) defines all projects carried out on the TEN-T Network as ‘projects of common interest’. Articles 1.4 and 7.2(c) then provide assurance that the projects are economically viable and enable decisions on which projects should be developed and invested in on national networks to remain with the Member States concerned.

Amendment 283

Jean-Jacob Bicep

Proposal for a regulation

Article 7 – paragraph 2 – point c

Text proposed by the Commission

(c) have been subject to a socio-economic cost benefit analysis resulting in a positive net present value;

Amendment

(c) have been subject to a socio-economic cost benefit analysis ***in accordance with Article 3(ra)*** resulting in a positive net present value;

Or. fr

Amendment 284

Michael Cramer

Proposal for a regulation

Article 7 – paragraph 2 – point c

Text proposed by the Commission

(c) have been subject to a socio-economic cost benefit analysis resulting in a positive net present value;

Amendment

(c) have been subject to a socio-economic cost benefit analysis resulting in a positive net present value, ***based on independently-verified traffic forecast data;***

Or. en

Amendment 285
Philippe De Backer, Gesine Meissner

Proposal for a regulation
Article 7 – paragraph 2 – point d

Text proposed by the Commission

(d) **demonstrate** clear European added value.

Amendment

(d) **have** clear European added value, **which is clearly demonstrated through a transparent methodology to be developed by the Commission.**

Or. en

Amendment 286
Izaskun Bilbao Barandica

Proposal for a regulation
Article 7 – paragraph 4

Text proposed by the Commission

4. Member States and other project promoters shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union **and** national rules and procedures, in particular with Union legislation on the environment, climate protection, safety, security, competition, state aid, public procurement **and** public health.

Amendment

4. Member States and other project promoters shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union, national **and regional** rules and procedures, in particular with Union legislation on the environment, climate protection, safety, security, competition, state aid, public procurement, public health **and accessibility.**

Or. es

Amendment 287
Jaromír Kohlíček

Proposal for a regulation
Article 7 – paragraph 4

Text proposed by the Commission

4. Member States and other project promoters shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national rules and procedures, in particular with Union legislation on the environment, climate protection, safety, security, competition, state aid, public procurement and public health.

Amendment

4. Member States and other project promoters shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national rules and procedures, in particular with Union legislation on the environment, ***concerned population consultation***, climate protection, safety, security, competition, state aid, public procurement and public health.

Or. en

Justification

According to the existing EU legislation - Directive 85/337, 2001/42 and regulation 1367/2006 - concerning the consultation of the public and the access to relevant information on the environmental impact of projects and plans, procedures have to be undertaken to grant such participation.

Amendment 288
Ramon Tremosa i Balcells

Proposal for a regulation
Article 7 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4 a. Projects of common interest fulfil the 'Imperative Reasons of Overriding Public Interest' (IROPI or similar) criteria.

Or. en

Justification

the proposed TEN-T guidelines should propose measures that aim at achieving a better integration of transport and environmental policy objectives, by acknowledging that projects that will be given the 'common interest' status, fulfil 'Imperative Reasons of Overriding Public Interest' (IROPI or similar) criteria. Also, the TEN-T guidelines should include special and fast track procedures for projects of common interest in order to deal with environmental and other assessments in an efficient manner.

Amendment 289
Marian-Jean Marinescu

Proposal for a regulation
Article 7 – paragraph 5

Text proposed by the Commission

5. Projects of common interest are eligible for Union financial aid under the instruments available for the trans-European transport network, *in particular* the Connecting Europe Facility established by Regulation (EU) No XXX/2012.

Amendment

5. Projects of common interest are eligible for Union financial aid under the instruments available for the trans-European transport network, *including* the Connecting Europe Facility established by Regulation (EU) No XXX/2012.

Or. en

Amendment 290
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 8 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

(b) ensure the connection between the core network and the transport networks of the third countries;

Amendment

(b) ensure the connection between the core network and the transport networks of the third countries, *aiming at enhanced economic growth and competitiveness*;

Or. en

Amendment 291
Izaskun Bilbao Barandica

Proposal for a regulation
Article 8 – paragraph 1 – subparagraph 1 – point d

Text proposed by the Commission

(d) implement traffic management systems in those countries.

Amendment

(d) implement traffic management systems in those countries *that are consistent with*

Union policy.

Or. es

Amendment 292
Izaskun Bilbao Barandica

Proposal for a regulation
Article 8 – paragraph 1 – subparagraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) improve economic, cultural and social links and competitiveness opportunities.

Or. es

Amendment 293
Marian-Jean Marinescu

Proposal for a regulation
Article 8 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) facilitate maritime transport and promote motorways of the sea with third countries.

(d) facilitate *inland waterways*, maritime transport and promote motorways of the sea with third countries.

Or. en

Amendment 294
Philip Bradbourn

Proposal for a regulation
Article 8 – paragraph 6

Text proposed by the Commission

Amendment

6. The Union may cooperate with international and regional organisations

deleted

and bodies to achieve any objective pursued by this Article.

Or. en

Amendment 295
Debora Serracchiani, David-Maria Sassoli

Proposal for a regulation
Article 8 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6a. With a view to the accession of Croatia to the Union in 2013 and the negotiations under way with other candidate countries and potential candidates, the Union shall promote, as a matter of priority, projects of common interest and projects of mutual interest that concern the Mediterranean cross-border area. The key aims of these projects shall be to relieve traffic pressure on existing infrastructure and to ensure a balanced development of the priority projects, in synergy with the development of cohesion policy which seeks to achieve an overall territorial balance.

Or. it

Amendment 296
Philip Bradbourn

Proposal for a regulation
Article 9 – paragraph 2 – point c

Text proposed by the Commission

Amendment

(c) ***comply with*** the requirements for the transport infrastructures set out in this Chapter;

(c) ***be developed along the lines of*** the requirements for the transport infrastructures set out in this Chapter;

Or. en

Justification

The Comprehensive Network will consist of existing as well as planned networks. This paragraph implies that standards would need to be met retrospectively by Member States to the binding deadlines proposed in Article 9.3.

Amendment 297

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 9 – paragraph 2 – point c

Text proposed by the Commission

(c) ***comply with the*** requirements for the transport infrastructures set out in this Chapter;

Amendment

(c) ***be based on*** requirements for the transport infrastructures set out in this Chapter;

Or. en

Amendment 298

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 9 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(d a) recognise the physical limitations of Member States transport infrastructures, as identified in Technical Standards for Interoperability.

Or. en

Amendment 299

Debora Serracchiani

Proposal for a regulation

Article 9 – paragraph 3

Text proposed by the Commission

Amendment

3. The Member States shall ensure that the comprehensive network is completed and fully complies with the relevant provisions of this Chapter by 31 December 2050 at the latest.

deleted

Or. en

Amendment 300
Philip Bradbourn

Proposal for a regulation
Article 9 – paragraph 3

Text proposed by the Commission

Amendment

3. The Member States *shall ensure that* the comprehensive network *is completed and fully complies* with the relevant provisions of this Chapter by 31 December 2050 *at the latest*.

3. *Efforts shall be made by* the Member States *to develop* the comprehensive network *and comply* with the relevant provisions of this Chapter by 31 December 2050.

Or. en

Amendment 301
James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation
Article 9 – paragraph 3

Text proposed by the Commission

Amendment

3. *The Member States shall ensure that* the comprehensive network *is completed and fully complies* with the relevant provisions of this Chapter by 31 December 2050 *at the latest*.

3. *Efforts shall be made to complete* the comprehensive network *and comply* with the relevant provisions of this Chapter by 31 December 2050.

Or. en

Justification

This amendment removes a binding deadline for completion of the comprehensive network. Northern Ireland would be unable to fund the required improvements by 2050. This amendment means Northern Ireland will not have to remove sections of its comprehensive network or face infraction proceedings. Member States will therefore have more freedom to prioritise the necessary developments on the comprehensive network. The proposed binding deadlines for upgrades would cost between £6bn and £13.5bn in NI.

Amendment 302 **Izaskun Bilbao Barandica**

Proposal for a regulation **Article 9 – paragraph 3**

Text proposed by the Commission

3. The Member States shall ensure that the comprehensive network is completed and fully complies with the relevant provisions of this Chapter by 31 December 2050 at the latest.

Amendment

3. The Member States shall ensure that the comprehensive network is completed and fully complies with the relevant provisions of this Chapter by 31 December 2050 at the latest. ***To this end, it would be desirable for ‘programme contracts’ to be signed between the European Union, each Member State and the regions concerned.***

Or. es

Amendment 303 **Jörg Leichtfried**

Proposal for a regulation **Article 9 – paragraph 3**

Text proposed by the Commission

3. The Member States shall ensure that the comprehensive network is completed and fully complies with the relevant provisions of this Chapter by 31 December 2050 at the latest.

Amendment

3. The Member States shall ensure that the comprehensive network is completed and fully complies with the relevant provisions of this Chapter by 31 December 2050 at the latest. ***An exception applies to buildings which have a lifetime of up to 100 years and were built before the implementation of this Directive.***

Justification

The deadline of 31 December 2050 also includes buildings. Due to a lifetime of buildings of up to 100 years it cannot be guaranteed that existing building will match all the provisions required. Especially critical in this context is the axe load.

Amendment 304

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 9 – paragraph 3

Text proposed by the Commission

3. The Member States shall ensure that the comprehensive network *is completed and fully complies* with the relevant provisions of this Chapter by 31 December 2050 *at the latest*.

Amendment

3. Efforts shall be made to complete the comprehensive network *and comply* with the relevant provisions of this Chapter by 31 December 2050.

Or. en

Amendment 305

Debora Serracchiani

Proposal for a regulation

Article 9 – paragraph 3 a (new)

Text proposed by the Commission

3 a. Efforts shall be made to complete the comprehensive network *and comply with the relevant provisions of this Chapter by 31 December 2050*.

Amendment

Or. en

Justification

The deadline for implementation of a comprehensive network (year 2050) is so far off that it should be set as a target rather than a binding requirement for at least two reasons: 1) it

covers a budgetary impact beyond the current financial perspectives and 2) socio-economic costs or benefits of the projects are not static but vary, impacting the implementation date accordingly. As per Amendment 1, the implementation of the project should be measured by its maturity and availability of financial resources.

Amendment 306

Oldřich Vlasák, Roberts Zile

Proposal for a regulation

Article 10 – paragraph 1 – introductory part

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

Justification

Local and regional authorities cannot be avoided.

Amendment 307

Ádám Kósa, Erik Bánki

Proposal for a regulation

Article 10 – paragraph 1 – introductory part

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, infrastructure managers and other project promoters, when developing the comprehensive network, shall give ***priority*** to measures that are necessary for:

Or. en

Amendment 308
Marita Ulvskog

Proposal for a regulation
Article 10 – paragraph 1 – point a

Text proposed by the Commission

(a) implementing and deploying intelligent transport systems, including measures which enable traffic management, multimodal scheduling and information services, multimodal tracking and tracing, capacity planning and online reservation and integrated ticketing services;

Amendment

(a) implementing and deploying intelligent transport systems, including measures which enable traffic management, multimodal scheduling and information services, multimodal tracking and tracing, capacity planning and online reservation and **a common** integrated ticketing services;

Or. en

Amendment 309
Izaskun Bilbao Barandica

Proposal for a regulation
Article 10 – paragraph 1 – point a

Text proposed by the Commission

(a) implementing and deploying intelligent transport systems, including measures which enable traffic management, multimodal scheduling and information services, multimodal tracking and tracing, capacity planning and online reservation and integrated ticketing services;

Amendment

(b) implementing and deploying intelligent transport systems, including measures which enable traffic management, multimodal scheduling and information services, multimodal tracking and tracing, capacity planning and online reservation and integrated ticketing services;

Or. es

Amendment 310
Ádám Kósa, Erik Bánki

Proposal for a regulation
Article 10 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) implementing and deploying intelligent transport systems, ***including measures which enable traffic management, multimodal scheduling and information services, multimodal tracking and tracing, capacity planning and online reservation and integrated ticketing services;***

(a) implementing and deploying intelligent transport systems;

Or. en

Amendment 311
Philip Bradbourn

Proposal for a regulation
Article 10 – paragraph 1 – point b

Text proposed by the Commission

Amendment

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

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

Or. en

Justification

This is potentially restrictive on island Member States.

Amendment 312
Vicky Ford

Proposal for a regulation
Article 10 – paragraph 1 – point b

Text proposed by the Commission

Amendment

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

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

Justification

It is necessary to de-bottleneck other sections of routes and not only at cross-border points to develop the comprehensive network.

Amendment 313
Izaskun Bilbao Barandica

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

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

Or. es

Amendment 314
Nuno Teixeira

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 the remote and outermost regions**;*

Or. pt

Justification

The objective of reducing bottlenecks and bridging missing links must not exclude the Union's island and remote regions and/or countries. The TEN-T should therefore pay particular attention to the regions which require specific measures owing to their specific individual features, as is the case for the outermost regions pursuant to Articles 349 and 355 TFEU.

Amendment 315
Werner Langen

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) **as a priority**, bridging missing links and removing bottlenecks, notably in cross-border sections (**for example between Luxembourg and Germany**);

Or. de

Amendment 316
Michael Cramer

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 **that have been abandoned or cut since the end of the Second World War, while giving priority to the rehabilitation or upgrading of existing infrastructure**;

Or. en

Amendment 317
Ádám Kósa, Erik Bánki

Proposal for a regulation
Article 10 – paragraph 1 – point c

Text proposed by the Commission

(c) **removing administrative and technical barriers, in particular to the interoperability of the network and to competition**;

Amendment

(c) **ensuring optimal integration and interoperability of the transport modes**;

Amendment 318
Ádám Kósa, Erik Bánki

Proposal for a regulation
Article 10 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) serving the objective of reducing greenhouse gas emissions from transport by 60% below 1990 levels by 2050;

Or. en

Amendment 319
Ádám Kósa, Erik Bánki

Proposal for a regulation
Article 10 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) ensuring optimal integration of the transport modes;

(d) ensuring appropriate accessibility and connectivity for all regions of the Union;

Or. en

Amendment 320
Ádám Kósa, Erik Bánki

Proposal for a regulation
Article 10 – paragraph 1 – point e

Text proposed by the Commission

Amendment

(e) ensuring appropriate accessibility for all regions of the Union;

deleted

Or. en

Amendment 321
Jean-Jacob Bicep

Proposal for a regulation
Article 10 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) In the specific case of island, remote and outermost regions, provide, when their geographical configuration so requires, a dense and sustainable network of links between them in their geographical area;

Or. fr

Amendment 322
Ádám Kósa, Erik Bánki

Proposal for a regulation
Article 10 – paragraph 1 – point f

Text proposed by the Commission

Amendment

(f) improving or maintaining the quality of infrastructure in terms of efficiency, safety, security, climate and **where appropriate** disaster resilience, environmental performances, social conditions, accessibility for all users, quality of services and continuity of traffic flows;

(f) improving or maintaining the quality of infrastructure in terms of efficiency, safety, security, climate and disaster resilience, environmental performances, social conditions, accessibility for all users, **in particular elderly people, persons with reduced mobility and disabled passengers, as well as the** quality of services and continuity of traffic flows;

Or. en

Justification

The priorities for the TEN-T mentioned in this Article should be better structured in order to distinguish between key priorities and other important measures which complement these key priorities. “Where appropriate” should be removed as it is confusing and could lead to misinterpretations at national level. Finally, the specific reference to elderly people, persons

of reduced mobility and disabled passengers is in line with Article 43 of the proposal.

Amendment 323
Philip Bradbourn

Proposal for a regulation
Article 10 – paragraph 1 – point g

Text proposed by the Commission

(g) promoting *state-of-the-art* technological development;

Amendment

(g) promoting *innovative* technological development;

Or. en

Amendment 324
Jean-Jacob Bicep

Proposal for a regulation
Article 10 – paragraph 1 – point g

Text proposed by the Commission

(g) promoting *state-of-the-art* technological development;

Amendment

(g) promoting *clean* technological development;

Or. fr

Amendment 325
Silvia-Adriana Țicău

Proposal for a regulation
Article 10 – paragraph 1 – point g

Text proposed by the Commission

(g) promoting state-of-the-art technological development;

Amendment

(g) promoting state-of-the-art technological *innovation and* development;

Or. ro

Amendment 326
Marita Ulvskog

Proposal for a regulation
Article 10 – paragraph 1 – point h

Text proposed by the Commission

(h) ensuring fuel security **by allowing** the use of alternative and in particular low or zero carbon energy sources and propulsion systems;

Amendment

(h) ensuring fuel security **through increased energy efficiency and** the use of alternative and in particular low or zero carbon energy sources and propulsion systems;

Or. en

Amendment 327
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 10 – paragraph 1 – point h

Text proposed by the Commission

(h) ensuring fuel security by **allowing** the use of alternative and in particular low or zero carbon energy sources and propulsion systems;

Amendment

(h) ensuring fuel security by **promoting** the use of alternative and in particular low or zero carbon energy sources and propulsion systems;

Or. en

Amendment 328
Philip Bradbourn

Proposal for a regulation
Article 10 – paragraph 1 – point i

Text proposed by the Commission

(i) bypassing urban areas for rail freight transport.

Amendment

deleted

Or. en

Justification

Freight terminal and industrial facilities are often situated in urban areas and it is no more practical to avoid urban areas for rail freight transport than it is for road freight transport. Taking lengthy diversions to avoid them will add to rail freight journey times thus decreasing the efficiency of the mode and making services more expensive to operate and less competitive with other modes.

Amendment 329
Zigmantas Balčytis

Proposal for a regulation
Article 10 – paragraph 1 – point i

Text proposed by the Commission

(i) *bypassing* urban areas *for rail freight* transport.

Amendment

(i) *mitigating exposure of* urban areas *to negative effects of transiting rail and road* transport.

Or. en

Amendment 330
Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko, Oldřich Vlasák

Proposal for a regulation
Article 10 – paragraph 1 – point i a (new)

Text proposed by the Commission

Amendment

(i a) *mitigating exposure of urban areas to negative effects of rail and road transport;*

Or. en

Amendment 331
Jean-Jacob Bicep

Proposal for a regulation
Article 10 – paragraph 1 – point i a (new)

Text proposed by the Commission

Amendment

(ia) internalise external costs;

Or. fr

Amendment 332

Ádám Kósa, Erik Bánki

Proposal for a regulation

Article 10 – paragraph 1 – point i a (new)

Text proposed by the Commission

Amendment

(i a) removing administrative and technical barriers, in particular to the interoperability of the network and to competition;

Or. en

Amendment 333

David-Maria Sassoli

Proposal for a regulation

Chapter 2 – section 1 – title

Text proposed by the Commission

Amendment

Railway transport infrastructure

Rail-based transport infrastructure

Or. it

Amendment 334

David-Maria Sassoli

Proposal for a regulation

Article 12 – paragraph 1 – introductory part

Text proposed by the Commission

1. **Railway** transport infrastructure comprises in particular:

Amendment

1. **Rail** transport infrastructure comprises in particular:

Or. it

Amendment 335
Michael Cramer, Boguslaw Liberadzki

Proposal for a regulation
Article 12 – paragraph 1 – point b

Text proposed by the Commission

(b) freight terminals **and** logistic platforms for the transshipment of goods within the rail mode and between rail and other transport modes;

Amendment

(b) freight terminals, logistic platforms for the transshipment of goods within the rail mode and **rail connections with industrial areas and sites as well as interconnecting points** between rail and other transport modes;

Or. en

Amendment 336
Michael Cramer, Boguslaw Liberadzki

Proposal for a regulation
Article 12 – paragraph 1 – point c

Text proposed by the Commission

(c) stations along the lines indicated in Annex I for the transfer of passengers within the rail mode and between rail and other transport modes;

Amendment

(c) stations along the lines indicated in Annex I for the **barrier-free access and** transfer of passengers within the rail mode and between rail and other transport modes;

Or. en

Amendment 337
Jaromír Kohlíček

Proposal for a regulation
Article 12 – paragraph 1 – point d

Text proposed by the Commission

(d) associated equipment;

Amendment

(d) associated equipment, ***improving safety issues and mitigating adverse environmental impacts***;

Or. en

Justification

Clarification needed to include the adequate investments responding to enhanced safety and environmental issues.

Amendment 338
David-Maria Sassoli

Proposal for a regulation
Article 12 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) rail-based transport systems for interconnection;

Or. it

Amendment 339
David-Maria Sassoli

Proposal for a regulation
Article 12 – paragraph 2 – introductory part

Text proposed by the Commission

Amendment

2. Railway lines shall take one of the following forms:

2. Railway lines ***and rail-based systems*** shall take one of the following forms:

Or. it

Amendment 340
David-Maria Sassoli

Proposal for a regulation
Article 12 – paragraph 2 – point b a (new)

Text proposed by the Commission

Amendment

*(ba) rail-based systems for mass
passenger transport;*

Or. it

Amendment 341
Vicky Ford

Proposal for a regulation
Article 12 – paragraph 3

Text proposed by the Commission

Amendment

3. The technical equipment associated with railway lines **shall** include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It **shall** include any facility necessary to ensure the safe, secure and efficient operation of vehicles.

3. The technical equipment associated with railway lines **may** include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It **may** include any facility necessary to ensure the safe, secure and efficient operation of vehicles.

Or. en

Amendment 342
Jaromír Kohlíček

Proposal for a regulation
Article 12 – paragraph 3

Text proposed by the Commission

3. The technical equipment associated with railway lines shall include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It shall include any facility necessary to ensure the safe, secure and efficient operation of vehicles.

Amendment

3. The technical equipment associated with railway lines shall include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It shall include any facility necessary to ensure the safe, secure and efficient operation of vehicles, ***including their reduced impact on the environment.***

Or. en

Justification

All measures affecting the reduced impact of operation on public health or on the environment should be included when appropriate.

Amendment 343
David-Maria Sassoli

Proposal for a regulation
Article 12 – paragraph 3

Text proposed by the Commission

3. The technical equipment associated with railway lines shall include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It shall include any facility necessary to ensure the safe, secure and efficient operation of vehicles.

Amendment

3. The technical equipment associated with railway lines ***and other rail-based systems*** shall include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It shall include any facility necessary to ensure the safe, secure and efficient operation of vehicles.

Or. it

Amendment 344

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elzbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 12 – paragraph 3

Text proposed by the Commission

3. The **technical** equipment associated with railway lines **shall** include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It **shall** include any facility necessary to ensure the safe, secure and efficient operation of vehicles.

Amendment

3. The equipment associated with railway lines **may** include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It **may** include any facility, ***inter alia automatic gauge changing facilities***, necessary to ensure the safe, secure and efficient operation of vehicles ***and to enhance interoperability***.

Or. en

Amendment 345

Izaskun Bilbao Barandica

Proposal for a regulation

Article 13 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Operators of freight terminals shall ensure that any freight terminal is open to all operators.

Amendment

Operators of freight terminals shall ensure that any freight terminal is open to all operators ***in line with the provisions of the recast of the first railway package***.

Or. es

Amendment 346

Vicky Ford

Proposal for a regulation

Article 13 – paragraph 2

Text proposed by the Commission

Amendment

2. Operators of passenger stations shall ensure that passenger stations provide access to information, ticketing and commercial activities for railway traffic throughout the comprehensive network and where appropriate information on connection with local and regional transport, in accordance with Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system.

deleted

Or. en

Amendment 347
Georges Bach

Proposal for a regulation
Article 13 – paragraph 2

Text proposed by the Commission

Amendment

2. Operators of passenger stations shall ensure that passenger stations provide access to information, **ticketing** and commercial activities for railway traffic throughout the comprehensive network and where appropriate information on connection with local and regional transport, in accordance with Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system.

2. Operators of passenger stations shall ensure that passenger stations provide access to information and commercial activities for railway traffic throughout the comprehensive network and where appropriate information on connection with local and regional transport, in accordance with Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system.

Or. fr

Justification

Access to ticketing is not an essential facility and should not be included in a legislative proposal dealing with infrastructure.

Amendment 348

Ádám Kósa, Erik Bánki

Proposal for a regulation

Article 13 – paragraph 2

Text proposed by the Commission

2. Operators of passenger stations shall ensure that passenger stations provide *access* to information, ticketing and commercial activities for railway traffic throughout the comprehensive network and where appropriate information on connection with local and regional transport, in accordance with Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system.

Amendment

2. Operators of passenger stations shall ensure that passenger stations provide *access for all users (in particular elderly people, persons with reduced mobility and disabled passengers)* to information, ticketing and commercial activities for railway traffic throughout the comprehensive network and where appropriate information on connection with local and regional transport, in accordance with Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system.

Or. en

Justification

The reference to all users, which includes elderly people, persons of reduced mobility and disabled passengers, is in line with Article 10 and Article 43 of the proposal.

Amendment 349

Izaskun Bilbao Barandica

Proposal for a regulation

Article 13 – paragraph 3 – introductory part

Text proposed by the Commission

Amendment

3. Within the sphere of their responsibility, Member States and infrastructure managers shall ensure that:

3. Within the sphere of their responsibility, Member States, **relevant regional authorities** and infrastructure managers shall ensure that:

Or. es

Amendment 350

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 13 – paragraph 3 – point a

Text proposed by the Commission

Amendment

(a) railway lines are equipped with ERTMS;

deleted

Or. en

Amendment 351

Bogusław Liberadzki

Proposal for a regulation

Article 13 – paragraph 3 – point a

Text proposed by the Commission

Amendment

(a) railway lines are equipped with ERTMS;

(a) railway lines are equipped with ERTMS, **except in duly justified cases where derogations under TSIs 'specific cases' apply;**

Or. en

Justification

On all technical requirements for comprehensive and core network, there is a lack of clarity and consistency about the type of the TSI categories the technical requirements are referring to. In order to be coherent, the reference should be to existing TSI and its requirements.

Amendment 352
Zigmantas Balčytis

Proposal for a regulation
Article 13 – paragraph 3 – point a

Text proposed by the Commission

(a) railway lines are equipped with ERTMS;

Amendment

(a) railway lines are equipped with ERTMS, *or systems interoperable with ERTMS*;

Or. en

Amendment 353
Markus Ferber

Proposal for a regulation
Article 13 – paragraph 3 – point a

Text proposed by the Commission

(a) railway lines *are* equipped with ERTMS;

Amendment

(a) railway lines *can be* equipped with ERTMS;

Or. de

Amendment 354
Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation
Article 13 – paragraph 3 – point a

Text proposed by the Commission

(a) railway lines are equipped with ERTMS;

Amendment

(a) railway lines are equipped with ERTMS, *except in duly justified cases, where allowed by the relevant TSI*;

Or. en

Justification

Conditions should be restricted to those included in the legislation of the EU, Directive 2008/57/EC and the relevant TSI.

Amendment 355

Roberts Zile, Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 13 – paragraph 3 – point a

Text proposed by the Commission

Amendment

(a) railway lines are equipped with ERTMS;

(a) railway lines are equipped with ERTMS, ***following the economic cost-benefit analysis;***

Or. en

Amendment 356

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 13 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. The access to freight terminals complies with the requirements provided for in Directive 2001/14/EC.

Or. en

Amendment 357

Bogusław Liberadzki

Proposal for a regulation

Article 13 – paragraph 3 – point c

Text proposed by the Commission

Amendment

(c) railway infrastructure complies with the requirements of the technical specification

(c) railway infrastructure complies with the requirements of the Technical

for Interoperability (*TSI*) adopted pursuant to Article 6 of Directive 2008/57/EC for new and upgraded lines, except in duly justified cases, where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC. In any case, the railway infrastructure shall comply with the following requirements:

Specification for Interoperability (*TSIs*) adopted pursuant to Article 6 of Directive 2008/57/EC for new and upgraded lines, except in duly justified cases, where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC. In any case, the railway infrastructure shall comply with the following requirements:

Or. en

Amendment 358
Tanja Fajon

Proposal for a regulation
Article 13 – paragraph 3 – point c

Text proposed by the Commission

(c) railway infrastructure complies with the requirements of the technical specification for Interoperability (TSI) adopted pursuant to Article 6 of Directive 2008/57/EC **for new and upgraded lines**, except **in duly justified cases**, where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC. In any case, the railway infrastructure shall comply with the following requirements:

Amendment

(c) railway infrastructure complies with the requirements of the technical specification for Interoperability (TSI) adopted pursuant to Article 6 of Directive 2008/57/EC, except where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC. In any case, the railway infrastructure shall comply with the following requirements:

Or. en

Justification

Requirements for the comprehensive rail network should strictly follow the technical specifications for interoperability (TSI) in order to avoid confusion (double standards) and to protect investments. Fitting the lines with ERTMS should follow national and European deployment plans. General obligation to fit all comprehensive lines with ERTMS is not proportional; therefore, the proposal is to delete this line.

Amendment 359
Jelko Kacin

Proposal for a regulation
Article 13 – paragraph 3 – point c

Text proposed by the Commission

(c) railway infrastructure complies with the requirements of the technical specification for Interoperability (TSI) adopted pursuant to Article 6 of Directive 2008/57/EC **for new and upgraded lines**, except **in duly justified cases**, where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC. **In any case, the railway infrastructure shall comply with the following requirements:**

Amendment

(c) railway infrastructure complies with the requirements of the technical specification for Interoperability (TSI) adopted pursuant to Article 6 of Directive 2008/57/EC, except where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC;

Or. en

Amendment 360
Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation
Article 13 – paragraph 3 – point c

Text proposed by the Commission

(c) railway infrastructure complies with the requirements of the technical specification for Interoperability (TSI) adopted pursuant to Article 6 of Directive 2008/57/EC for new and upgraded lines, except in duly justified cases, where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC. **In any case, the railway infrastructure shall comply with the following requirements:**

Amendment

(c) railway infrastructure complies with the **following** requirements of the technical specification for Interoperability (TSI) adopted pursuant to Article 6 of Directive 2008/57/EC for new and upgraded lines, except in duly justified cases, where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC:

Or. en

Justification

These conditions are not easy to comply with for some Member States with different track gauge and other topographical, relief and urban planning constraints. Conditions should be restricted to those included in the legislation of the EU.

Amendment 361

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 13 – paragraph 3 – point c

Text proposed by the Commission

(c) railway infrastructure complies with the requirements of the technical specification for Interoperability (TSI) adopted pursuant to Article 6 of Directive 2008/57/EC for new and upgraded lines, except in duly justified cases, where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC. ***In any case, the railway infrastructure shall comply with the following requirements:***

Amendment

(c) railway infrastructure complies with the requirements of the technical specification for Interoperability (TSI) adopted pursuant to Article 6 of Directive 2008/57/EC for new and upgraded lines, except in duly justified cases, where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC;

Or. en

Amendment 362

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 13 – paragraph 3 – point c

Text proposed by the Commission

(c) railway infrastructure complies with the requirements of the technical specification for Interoperability (TSI) adopted pursuant to Article 6 of Directive 2008/57/EC ***for new and upgraded lines***, except ***in duly justified cases***, where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive

Amendment

(c) railway infrastructure complies with the requirements of the technical specification for Interoperability (TSI) adopted pursuant to Article 6 of Directive 2008/57/EC, except where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC;

2008/57/EC. *In any case, the railway infrastructure shall comply with the following requirements:*

Or. en

Amendment 363
Petri Sarvamaa

Proposal for a regulation
Article 13 – paragraph 3 –point c – subpoint 1

Text proposed by the Commission

Amendment

(1) nominal track gauge for new railway lines: 1 435 mm; *deleted*

Or. en

Justification

Few of the Member states do not operate on the 1435mm gauge but on wider 1524mm gauge and current wording would exclude these countries from developing their rail infrastructure with in the TEN-T framework. Therefore either both or neither gauge widths should be mentioned in the text.

Amendment 364
Jelko Kacin

Proposal for a regulation
Article 13 – paragraph 3 –point c – subpoint 1

Text proposed by the Commission

Amendment

(1) nominal track gauge for new railway lines: 1 435 mm; *deleted*

Or. en

Amendment 365
Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 13 – paragraph 3 –point c – subpoint 1

Text proposed by the Commission

Amendment

(1) nominal track gauge for new railway lines: 1 435 mm; *deleted*

Or. en

Amendment 366

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko, Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 13 – paragraph 3 –point c – subpoint 1

Text proposed by the Commission

Amendment

(1) nominal track gauge for new railway lines: 1 435 mm; *deleted*

Or. en

Amendment 367

Bogusław Liberadzki

Proposal for a regulation
Article 13 – paragraph 3 –point c – subpoint 1

Text proposed by the Commission

Amendment

(1) nominal track gauge for new railway lines: 1 435 mm;

(1) nominal track gauge for new railway lines: 1 435 mm, *except in duly justified cases where derogations under TSIs 'specific cases' apply;*

Or. en

Justification

On all technical requirements for comprehensive and core network, there is a lack of clarity

and consistency about the type of the TSI categories the technical requirements are referring to. In order to be coherent, the reference should be to existing TSI and its requirements.

Amendment 368
Zigmantas Balčytis

Proposal for a regulation
Article 13 – paragraph 3 –point c – subpoint 1

Text proposed by the Commission

(1) nominal track gauge for new railway lines: 1 435 mm;

Amendment

(1) nominal track gauge for new railway lines: 1 435 mm, ***except for isolated networks***;

Or. en

Amendment 369
Vilja Savisaar-Toomast

Proposal for a regulation
Article 13 – paragraph 3 –point c – subpoint 1

Text proposed by the Commission

(1) nominal track gauge for new railway lines: 1 435 mm;

Amendment

(1) nominal track gauge for new railway lines: 1 435 mm, ***except for isolated networks***;

Or. en

Amendment 370
Spyros Danellis

Proposal for a regulation
Article 13 – paragraph 3 –point c – subpoint 1

Text proposed by the Commission

(1) nominal track gauge for new railway lines: 1 435 mm;

Amendment

(1) nominal track gauge for new railway lines: 1 435 mm, ***except for isolated railway networks***;

Justification

Infrastructure enhancements that make financial sense on the European mainland do not make sense in the specific context of rail sectors of peripheral member states without critical mass or proximity to markets. Expensive investments would not be justifiable on networks which are, and would remain even with ERTMS/electrification, small and isolated (by geography or difference of rail gauge). The concept of “isolated networks” will help reflect the diversity of rail networks in the EU.

Amendment 371**Jim Higgins****Proposal for a regulation****Article 13 – paragraph 3 – point c – subpoint 1***Text proposed by the Commission*

(1) nominal track gauge for new railway lines: 1 435 mm;

Amendment

(1) nominal track gauge for new railway lines: 1 435 mm, ***except for isolated railway networks***;

Justification

In a small number of peripheral states, the transport market does not enjoy the economic benefits of large critical mass and proximity to markets. Expensive infrastructure investments would not be justifiable on networks which are small and isolated, such as island states. Diversity of rail networks in the EU needs to be properly reflected in the legislation.

Amendment 372**Jelko Kacin****Proposal for a regulation****Article 13 – paragraph 3 – point c – subpoint 2***Text proposed by the Commission*

(2) electrification;

Amendment

deleted

Amendment 373

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 13 – paragraph 3–point c – subpoint 2

Text proposed by the Commission

Amendment

(2) electrification;

deleted

Or. en

Amendment 374

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 13 – paragraph 3–point c – subpoint 2

Text proposed by the Commission

Amendment

(2) electrification;

deleted

Or. en

Amendment 375

Bogusław Liberadzki

Proposal for a regulation

Article 13 – paragraph 3–point c – subpoint 2

Text proposed by the Commission

Amendment

(2) electrification;

(2) electrification, *except in duly justified cases where derogations under TSIs 'specific cases' apply;*

Or. en

Justification

On all technical requirements for comprehensive and core network, there is a lack of clarity

and consistency about the type of the TSI categories the technical requirements are referring to. In order to be coherent, the reference should be to existing TSI and its requirements.

Amendment 376
Roberts Zile

Proposal for a regulation
Article 13 – paragraph 3–point c – subpoint 2

Text proposed by the Commission

Amendment

(2) electrification;

(2) electrification, *with the exception of sidings and terminals*;

Or. en

Justification

For economical and safety reasons it is not always efficient to electrify sidings and terminals.

Amendment 377
Ramon Tremosa i Balcells

Proposal for a regulation
Article 13 – paragraph 3–point c – subpoint 2

Text proposed by the Commission

Amendment

(2) electrification;

(2) electrification, *excluding sidings*;

Or. it

Justification

The requirement to electrify the line should exclude sidings. The latter are part of the infrastructure and of the station, as they are the place where locomotives are changed for access to freight terminals; they are not electrified also for safety reasons.

Amendment 378
Ramon Tremosa i Balcells

Proposal for a regulation
Article 13 – paragraph 3–point c – subpoint 2

Text proposed by the Commission

Amendment

(2) electrification;

(2) electrification, *with the exception of sidings and terminals*;

Or. en

Justification

For economical and safety reasons it is not efficient to electrify sidings and terminals.

Amendment 379
Mara Bizzotto

Proposal for a regulation
Article 13 – paragraph 3–point c – subpoint 2

Text proposed by the Commission

Amendment

(2) electrification;

(2) electrification, *excluding sidings*;

Or. it

Justification

The requirement to electrify the line should exclude sidings. The latter are part of the infrastructure and of the station, as they are the place where locomotives are changed for access to freight terminals; they are not electrified also for safety reasons.

Amendment 380
Georges Bach

Proposal for a regulation
Article 13 – paragraph 3–point c – subpoint 2

Text proposed by the Commission

Amendment

(2) electrification;

(2) electrification, *with the exception of branch lines and terminals*;

Or. fr

Justification

Clarification in order to rule out any requirement to electrify branch lines and terminals.

Amendment 381

Jelko Kacin

Proposal for a regulation

Article 13 – paragraph 3–point c – subpoint 3

Text proposed by the Commission

Amendment

(3) lines which are used by conventional freight trains: 22,5 t axle load, and 750 m train length; *deleted*

Or. en

Amendment 382

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 13 – paragraph 3–point c – subpoint 3

Text proposed by the Commission

Amendment

(3) lines which are used by conventional freight trains: 22,5 t axle load, and 750 m train length; *deleted*

Or. en

Amendment 383

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko, Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 13 – paragraph 3–point c – subpoint 3

Text proposed by the Commission

Amendment

(3) lines which are used by conventional freight trains: 22,5 t axle load, and 750 m *deleted*

train length;

Or. en

Amendment 384

Bogusław Liberadzki

Proposal for a regulation

Article 13 – paragraph 3–point c – subpoint 3

Text proposed by the Commission

(3) lines which are used by conventional freight trains: 22,5 t axle load, and 750 m train length;

Amendment

(3) lines which are used by conventional freight trains: 22,5 t axle load, and 750 m train length, ***except in duly justified cases where derogations under TSIs 'specific cases' apply;***

Or. en

Justification

On all technical requirements for comprehensive and core network, there is a lack of clarity and consistency about the type of the TSI categories the technical requirements are referring to. In order to be coherent, the reference should be to existing TSI and its requirements.

Amendment 385

Roberts Zile

Proposal for a regulation

Article 13 – paragraph 3–point c – subpoint 3

Text proposed by the Commission

(3) lines which are used by conventional freight trains: 22,5 t axle load, ***and 750 m*** train length;

Amendment

(3) lines which are used by conventional freight trains: 22,5 t axle load, ***740 m*** train length ***plus an additional 10 m safety margin;***

Or. en

Justification

740 m train length and 10 m safety margin is the new standard, according to the draft Infrastructure TSI. Therefore, where possible, the standardisation of the minimum train length to 740 m plus a 10 m safety margin is necessary.

Amendment 386

Michael Cramer

Proposal for a regulation

Article 13 – paragraph 3–point c – subpoint 3

Text proposed by the Commission

(3) lines which are used by conventional freight trains: 22,5 t axle load, and **750** m train length;

Amendment

(3) lines which are used by conventional freight trains: 22,5 t axle load, and **740** m train length;

Or. en

Amendment 387

Jelko Kacin

Proposal for a regulation

Article 13 – paragraph 3–point c – subpoint 3 – footnote 41

Text proposed by the Commission

41. See requirements of line category V-F specified in section 4.2.2 of the CR TSI.

Amendment

deleted

Or. en

Amendment 388

Jelko Kacin

Proposal for a regulation

Article 13 – paragraph 3 – point c – subpoint 4

Text proposed by the Commission

(4) maximum gradients for new lines which are to be used by conventional

Amendment

deleted

freight trains: 12,5 mm/m.

Or. en

Amendment 389

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 13 – paragraph 3 – point c – subpoint 4

Text proposed by the Commission

Amendment

*(4) maximum gradients for new lines
which are to be used by conventional
freight trains: 12,5 mm/m. deleted*

Or. en

Amendment 390

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko, Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 13 – paragraph 3 – point c – subpoint 4

Text proposed by the Commission

Amendment

*(4) maximum gradients for new lines
which are to be used by conventional
freight trains: 12,5 mm/m. deleted*

Or. en

Amendment 391

Bogusław Liberadzki

Proposal for a regulation

Article 13 – paragraph 3 – point c – subpoint 4

Text proposed by the Commission

Amendment

(4) maximum gradients for new lines (4) maximum gradients for new lines

which are to be used by conventional freight trains: 12,5 mm/m.

which are to be used by conventional freight trains: 12,5 mm/m, *except in duly justified cases where derogations under TSIs 'specific cases' apply;*

Or. en

Justification

On all technical requirements for comprehensive and core network, there is a lack of clarity and consistency about the type of the TSI categories the technical requirements are referring to. In order to be coherent, the reference should be to existing TSI and its requirements.

Amendment 392

Jelko Kacin

Proposal for a regulation

Article 13 – paragraph 3– point c – subpoint 4 – footnote 42

Text proposed by the Commission

Amendment

42. Requirements for line categories IV-F, IV-M, VI-F and VI-M as specified in section 4.2.4.3 of the CR TSI. *deleted*

Or. en

Amendment 393

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 13 – paragraph 3–point c – subpoint 4 a (new)

Text proposed by the Commission

Amendment

(4 a) the access to freight terminals complies with the requirements provided for in Directive 2001/14/EC.

Or. en

Amendment 394
Roberts Zile

Proposal for a regulation
Article 14 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(a a) migrating to 1 435 mm nominal track gauge;

Or. en

Amendment 395
Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation
Article 14 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(a a) migrating to 1 435 mm nominal track gauge;

Or. en

Justification

Migrating to the common nominal gauge for railways should be included among the priorities for the infrastructure development, as it is an important element for the interoperability of different networks.

Amendment 396
Hubert Pirker

Proposal for a regulation
Article 14 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) mitigating the impact of noise caused by rail transport;

(b) preventing noise and reducing its impact caused by rail transport ***by means of infrastructure measures and by***

retrofitting existing rolling stock;

Or. de

Justification

Reducing rail noise will increase public acceptance, which in turn is the basis for positive realisation of the trans-European transport networks. A mix of construction measures, such as building of tunnels, and retrofitting of existing rolling stock will be efficient and effective to this end.

Amendment 397
Werner Langen

Proposal for a regulation
Article 14 – paragraph 1 – point b

Text proposed by the Commission

(b) mitigating the *impact of* noise caused by rail transport;

Amendment

(b) mitigating the noise caused by rail transport *and its impact*;

Or. de

Amendment 398
Michael Cramer, Eva Lichtenberger

Proposal for a regulation
Article 14 – paragraph 1 – point b

Text proposed by the Commission

(b) *mitigating the impact of noise caused by rail transport*;

Amendment

(b) *reducing rail noise at the source in order to minimise negative impacts on public health and improve the use of existing infrastructure, primarily through retrofitting of rolling-stock as it is already foreseen by Union legislation for ERTMS*;

Or. en

Amendment 399
Jaromír Kohlíček

Proposal for a regulation
Article 14 – paragraph 1 – point b

Text proposed by the Commission

(b) mitigating *the* impact of noise caused
by rail transport;

Amendment

(b) *preventing noise and* mitigating *its*
impact caused *through the most effective*
measures both for infrastructure and
rolling stock;

Or. en

Justification

Reducing and preventing noise is a key element to achieve good improvement in rail transport in particular for freight: measures must regard both infrastructures and rolling stocks minimising costs and being environmental friendly.

Amendment 400
Philip Bradbourn

Proposal for a regulation
Article 14 – paragraph 1 – point c

Text proposed by the Commission

(c) *achieving standards higher than those*
set out as minimum requirements in the
technical specifications, as described in
Article 13.

Amendment

deleted

Or. en

Justification

Standards are already set quite high in many cases.

Amendment 401
Roberts Zile, Oldřich Vlasák, Ryszard Antoni Legutko

Proposal for a regulation
Article 14 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) *achieving standards higher than those set out as minimum requirements in the technical specifications, as described in Article 13.*

(c) *meeting the infrastructure requirements and enhancing interoperability.*

Or. en

Amendment 402

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 14 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) *achieving standards higher than those set out as minimum requirements in the technical specifications, as described in Article 13.*

(c) *meeting the infrastructure requirements and enhancing interoperability.*

Or. en

Amendment 403

Debora Serracchiani

Proposal for a regulation
Article 14 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) *connecting railway transport infrastructure to inland port infrastructure.*

Or. en

Justification

It is important that railway infrastructure planning provides for connection to inland port infrastructure. It still happens that rail and rail-road terminals are planned and built just some kilometres away from an inland port, missing out more multi-modal options. It is important that railway infrastructure is multi-modally oriented.

Amendment 404

Saïd El Khadraoui

Proposal for a regulation

Article 14 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) connecting railway transport infrastructure to inland port infrastructure.

Or. en

Amendment 405

Silvia-Adriana Țicău

Proposal for a regulation

Article 14 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) connecting railway transport infrastructure with inland waterway port infrastructure;

Or. ro

Amendment 406

Peter van Dalen

Proposal for a regulation

Article 15 – paragraph 1

Text proposed by the Commission

Inland waterways and inland ports which form part of the comprehensive network are indicated on the maps in Annex I.

Amendment

Inland waterways and inland ports which form part of the comprehensive network are indicated on the maps in Annex I.
Inland ports which form part of the core network are included in the list in Annex II a to this Regulation.

Or. nl

Justification

Like any other nodes in the core network, inland ports which form part of the core network must be listed.

Amendment 407
Silvia-Adriana Țicău

Proposal for a regulation
Article 15 – paragraph 1

Text proposed by the Commission

Inland waterways and inland ports which form part of the comprehensive network are indicated on the maps in Annex I.

Amendment

Inland waterways and inland ports which form part of the comprehensive network are indicated on the maps in Annex I ***and Annex IIIa.***

Or. ro

Amendment 408
Philippe De Backer, Gesine Meissner

Proposal for a regulation
Article 15 – paragraph 1

Text proposed by the Commission

Inland waterways and inland ports which form part of the comprehensive network are indicated on the maps in Annex I.

Amendment

Inland waterways and inland ports which form part of the comprehensive network are indicated on the maps in Annex I. ***The inland ports that form part of the comprehensive network shall also be***

listed in Annex IIIa to this Directive.

Or. en

Justification

For reasons of legal certainty and transparency, it should be clarified with a list which nodes are identified as TEN-T nodes in the comprehensive network. The maps in Annex I do not allow to identify the different nodes, certainly not in areas with a dense network. Moreover, one node can be at the same time an airport, sea port, inland port or a road-rail terminal and this is very difficult to see on the maps.

Amendment 409
Dominique Riquet

Proposal for a regulation
Article 16 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) rivers;

Does not apply to English text.

Or. fr

Justification

Does not apply to English text..

Amendment 410
Marian-Jean Marinescu

Proposal for a regulation
Article 16 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) related infrastructure such as locks, elevators, bridges, reservoirs;

(d) related infrastructure such as locks, elevators, bridges, reservoirs, ***flood prevention systems***;

Or. en

Amendment 411
Michael Cramer

Proposal for a regulation
Article 16 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(e a) interconnecting points with other transport modes;

Or. en

Amendment 412
Antonio Cancian, Carlo Fidanza, David-Maria Sassoli

Proposal for a regulation
Article 16 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(g a) Last mile connections;

Or. en

Amendment 413
Silvia-Adriana Țicău

Proposal for a regulation
Article 16 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) passenger and freight terminals and logistic platforms for passenger and freight transport on waterways, and ones interfacing between inland waterways and other means of transport.

Or. ro

Amendment 414
Dominique Riquet

Proposal for a regulation
Article 16 – paragraph 3

Text proposed by the Commission

3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity. It includes waste reception facilities.

Amendment

3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity. It includes waste reception facilities **and the equipment for ice breaking, hydrological surveys, and dredging and maintenance of the port and port approaches.**

Or. fr

Amendment 415
Corien Wortmann-Kool, Antonio Cancian

Proposal for a regulation
Article 16 – paragraph 3

Text proposed by the Commission

3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity. **It includes waste reception facilities.**

Amendment

3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity, **including waste reception facilities. It shall include equipment for icebreaking, hydrological surveys, dredging of ports and port entrances to ensure year round navigability, and equipment for the boarding and alighting of passengers and the loading and unloading of cargo in ports, logistic platforms and freight terminals. It shall also include any facility to ensure the safe, secure and efficient operation of vehicles.**

Or. en

Justification

In analogy to Article 12.3 which provides for railway infrastructure the equipment for the

boarding and alighting of passengers and the loading and unloading of cargo in ports, logistic platforms and freight terminals, including any facility to ensure the safe, secure and efficient operation of vehicles.

Amendment 416

Dominique Vlasto, Silvia-Adriana Țicău, Philippe De Backer

Proposal for a regulation

Article 16 – paragraph 3

Text proposed by the Commission

3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity. It includes waste reception facilities.

Amendment

3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce **water and air** pollution, energy consumption and carbon intensity. It includes waste reception **facilities and shore side electricity** facilities.

Or. en

Justification

Port authorities shall be incentivised to deploy shore connection technology in order to reduce both air and water pollution.

Amendment 417

Silvia-Adriana Țicău

Proposal for a regulation

Article 16 – paragraph 3

Text proposed by the Commission

3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity. **It includes waste reception facilities.**

Amendment

3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity, **including waste reception and shore side electricity facilities. It shall include equipment for icebreaking, hydrological surveys, dredging of ports and port approaches to ensure year round**

navigability, and equipment for the boarding and alighting of passengers and the loading and unloading of cargo in ports, logistic platforms and freight terminals. It shall also include any facility to ensure the safe, secure and efficient operation of vehicles.

Or. en

Amendment 418
Jaromír Kohlíček

Proposal for a regulation
Article 16 – paragraph 3

Text proposed by the Commission

3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity. It includes waste reception facilities.

Amendment

3. Port-associated equipment shall enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity. It includes waste reception, *used oil collection facilities, dredging and maintenance facilities for the ports and their access routes.*

Or. en

Amendment 419
Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 16 – paragraph 3

Text proposed by the Commission

3. *Port-associated* equipment *shall* enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity. *It includes* waste reception facilities.

Amendment

3. *Associated* equipment *with inland waterways may include the equipment for loading and unloading of cargos in inland ports. Associated equipment may* enable in particular propulsion and operating systems which reduce pollution, energy consumption and carbon intensity *and may*

include waste reception facilities, as well as equipment for ice breaking, hydrological services and dredging.

Or. en

Amendment 420
Jaromír Kohlíček

Proposal for a regulation
Article 17 – paragraph 2

Text proposed by the Commission

2. Port operators shall ensure that any inland port offers at least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges.

Amendment

2. Port operators *or the competent authority governing a port* shall ensure that any inland port offers at least one freight terminal open to all operators in a non-discriminatory way and apply transparent charges.

Or. en