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Committee on Transport and Tourism

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AMENDMENTS - PART II 421 - 764

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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EN

United in diversity

EN

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Amendment 421
Michael Cramer

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

Text proposed by the Commission

Amendment

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

deleted

Or. en

Amendment 422
Markus Ferber

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

Text proposed by the Commission

Amendment

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

deleted

Or. de

Amendment 423
Peter van Dalen

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

Text proposed by the Commission

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

Amendment

(a) rivers, canals and lakes comply with the minimum requirements for class IV waterways **and continuous bridge clearance** as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the new classification of inland waterways **in full compliance with the provisions laid down in Articles 41 and 42 of this Regulation.**

Or. en

Amendment 424

Saïd El Khadraoui, Debora Serracchiani

Proposal for a regulation

Article 17 – paragraph 3 – point a

Text proposed by the Commission

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

Amendment

(a) rivers, canals and lakes comply with the minimum requirements for class IV waterways **and continuous bridge clearance** as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the new classification of inland waterways **in full compliance with the provisions laid down in Articles 41 and 42 of this Regulation.**

Or. en

Amendment 425

Werner Kuhn

Proposal for a regulation

Article 17 – paragraph 3 – point a

Text proposed by the Commission

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

Amendment

(a) rivers, canals and lakes comply with the minimum requirements for class IV waterways **and continuous bridge clearance** as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the new classification of inland waterways **in full compliance with the provisions laid down in Articles 41 and 42 of the guidelines.**

Or. en

Amendment 426

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 17 – paragraph 3 – point a

Text proposed by the Commission

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

Amendment

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

This shall not apply to areas of specific importance to species of flora and fauna, such as near-natural, free-flowing rivers, Natura 2000 sites or candidate sites protected by the Habitats Directive (92/43/EEC) or the Birds Directive (2009/147/EC). Moreover, this shall be without prejudice to compliance with Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy. This should not be interpreted to the detriment of possible future developments of inland waterways in the

EU.

Or. en

Amendment 427

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 17 – paragraph 3 – point a

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 428

Jörg Leichtfried

Proposal for a regulation

Article 17 – paragraph 3 – point a

Text proposed by the Commission

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

Amendment

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

Or. de

Justification

This adds precision to the Commission proposal and particularly draws attention to the need to ensure sufficient channel depth and width and bridge clearance.

Amendment 429 **Silvia-Adriana Țicău**

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

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 430 **Corien Wortmann-Kool, Gesine Meissner**

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

Text proposed by the Commission

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

Amendment

(a) rivers, canals and lakes comply with the minimum requirements for class IV waterways ***and continuous bridge clearance*** as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the new classification of inland waterways ***in full compliance with the provisions laid down in Articles 41 and 42 of the Guidelines.***

Justification

With regard to the environmental impact, all modalities should be treated in a equal way as mentioned in Articles 42 and 41.

Amendment 431

Olga Sehnalová, Bogusław Liberadzki, Libor Rouček, Oldřich Vlasák

Proposal for a regulation

Article 17 – paragraph 3 – point a

Text proposed by the Commission

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

Amendment

(a) rivers, canals and lakes comply with the minimum requirements for class IV waterways as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the new classification of inland waterways and ensure continuous bridge clearance ***in full compliance with the provisions laid down in Article 42.***

Justification

In order to achieve the objectives of the Transport White Paper with regards to the reduction of CO2 emissions from transport, it is important to recognise and strengthen the role of inland waterways infrastructure in Europe.

Amendment 432

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 17 – paragraph 3 – point a

Text proposed by the Commission

(a) rivers, canals and lakes comply with the minimum requirements for class ***IV***

Amendment

(a) rivers, canals and lakes comply with the minimum requirements for class ***III***

waterways as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the new classification of inland waterways and ensure continuous bridge clearance.

waterways as laid down in the European Agreement on Main Inland Waterways of International Importance (AGN) on the new classification of inland waterways and ensure continuous bridge clearance.

Or. en

Amendment 433
Zigmantas Balčytis

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

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 434
Michael Cramer

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

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 435
Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

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

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 436
Corien Wortmann-Kool

Proposal for a regulation
Article 17 – paragraph 3 – point b a (new)

Text proposed by the Commission

Amendment

(b a) Rivers, canals and lakes shall guarantee "good navigation status" through close coordination and standards on minimum service levels to the navigation function as well as on waterway infrastructure maintenance and safety coordination across waterways.

Or. en

Justification

Navigability does not only depend on the infrastructure requirements but also on access to the waterway and service levels on the infrastructure by coordination of maintenance, services and safety across waterway corridors to ensure continuity and reliability of commercial navigation as well as reduction of network breakdown impact in case of accidents.

Amendment 437
Olga Sehnalová, Bogusław Liberadzki, Silvia-Adriana Țicău, Libor Rouček

Proposal for a regulation
Article 17 – paragraph 3 – point b a (new)

Text proposed by the Commission

Amendment

(b a) Rivers, canals and lakes shall guarantee good navigation status through close coordination and standards on

minimum service levels as regards the navigation function, waterway infrastructure maintenance and safety across waterways.

Or. en

Justification

In order to achieve the objectives of the Transport White Paper with regards to the reduction of CO2 emissions from transport, it is important to recognise and strengthen the role of inland waterways infrastructure in Europe.

Amendment 438

Michael Cramer

Proposal for a regulation

Article 18 – paragraph 1 – point a

Text proposed by the Commission

Amendment

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

deleted

Or. en

Amendment 439

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 18 – paragraph 1 – point a

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 440

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 18 – paragraph 1 – point a

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 441

Michael Cramer

Proposal for a regulation

Article 18 – paragraph 1 – point b

Text proposed by the Commission

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

Amendment

deleted

Or. en

Amendment 442

Corien Wortmann-Kool, Antonio Cancian

Proposal for a regulation

Article 18 – paragraph 1 – point b

Text proposed by the Commission

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

Amendment

(b) where appropriate, achieving higher
standards **for modernising and for new
waterways in accordance with the
technical and operational characteristics
of the European Agreement on Main**

Inland Waterways of International Importance (AGN) on the new classification of inland waterways in order to meet market demands;

Or. en

Justification

An increasing number of shippers are interested in shipping goods by water to avoid congestion and reduce carbon. They expect investment commitment from public authorities in high-quality waterway infrastructure. The TEN-T technical requirements for priority infrastructure should at least respect the recommendations of the European AGN agreement of 1996 and not be more restrictive.

Amendment 443

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 18 – paragraph 1 – point b

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 444

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 18 – paragraph 1 – point b

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 445
Bogusław Liberadzki

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

Text proposed by the Commission

(d) connecting inland port infrastructure to **railway** transport infrastructure.

Amendment

(d) connecting inland port infrastructure to **rail freight** transport infrastructure.

Or. en

Justification

Inland ports are exclusively used for freight transshipment. Since there is a huge need to catch up for rail connection with the road infrastructure which exists to and from all inland ports, we need to emphasise on rail freight only.

Amendment 446
Silvia-Adriana Țicău

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

Text proposed by the Commission

(d) connecting inland port infrastructure to railway transport infrastructure.

Amendment

(d) connecting inland port infrastructure to railway **and road** transport infrastructure.

Or. en

Amendment 447
Debora Serracchiani

Proposal for a regulation
Article 18 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(d a) the promotion of inland waterway

transport.

Or. en

Justification

It is important to cover the promotion of waterway transport as this will be the major source of finance for Community implementation of Naiades 2014-2020. The Commission precisely identified in the mid-term report of Naiades I (SEC(2011)0453 final) that the implementation fell short due to lack of financing. This problem in the period 2008-2013 should be avoided in 2014-2020 if the EU wants to reach the white paper targets. The European Parliament called for “continuing support for the NAIADES programme” in its report on the White Paper of August 2011 (2011/2096(INI)).

Amendment 448
Dominique Riquet

Proposal for a regulation
Article 18 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) free-flowing rivers close to their natural state to which special attention is paid and which can therefore be the subject of specific measures.

Or. fr

Amendment 449
Corien Wortmann-Kool, Antonio Cancian

Proposal for a regulation
Article 18 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(d a) the promotion of inland waterways transport

Or. en

Justification

The TEN-T guidelines will cover under the CEF promotion tasks for road safety and short sea shipping (Articles 22 and 27). It is important to cover also the promotion of waterway transport since this will be the major source of finance for Community implementation of Naiades 2014-2020.

Amendment 450

Silvia-Adriana Țicău

Proposal for a regulation

Article 18 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) promoting maritime transport and the motorways of the sea, without offering financial support to ports in third countries;

Or. ro

Amendment 451

Silvia-Adriana Țicău

Proposal for a regulation

Article 18 – paragraph 1 – point d b (new)

Text proposed by the Commission

Amendment

(db) facilitating transport on inland waterways in conjunction with third countries;

Or. ro

Amendment 452

Silvia-Adriana Țicău

Proposal for a regulation

Article 18 – paragraph 1 – point d c (new)

Text proposed by the Commission

Amendment

(dc) promoting transport on inland waterways.

Or. ro

Amendment 453
Oldřich Vlasák

Proposal for a regulation
Article 18 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. At the request of a Member State, the Commission may in duly justified cases grant a time-limited exemption from the provisions of Articles 17(3)(a) and 18(1)(a) relating to the requested class of waterway if for environmental or other pressing reasons the minimum requirements laid down could not be met within the given time limit, on condition that the projects implemented must be aimed at complying with them. The granting of such an exemption shall also involve an agreement on further steps to be taken to comply with the minimum requirements for class IV waterways.

Or. cs

Amendment 454
Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 20 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) parking areas;

(b) parking ***and rest*** areas;

Or. en

Amendment 455
Michael Cramer

Proposal for a regulation
Article 20 – paragraph 1 – point d

Text proposed by the Commission

(d) ITS;

Amendment

(d) ITS *and road user charging systems and equipment*;

Or. en

Amendment 456
Michael Cramer

Proposal for a regulation
Article 20 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(e a) interconnecting points with other transport modes and particularly with rail;

Or. en

Amendment 457
Vicky Ford

Proposal for a regulation
Article 20 – paragraph 1 – point f

Text proposed by the Commission

(f) *bus* stations.

Amendment

(f) *coach* stations.

Or. en

Amendment 458
Michael Cramer

Proposal for a regulation
Article 20 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(f a) cycling and walking infrastructure.

Or. en

Amendment 459
Michael Cramer

Proposal for a regulation
Article 20 – paragraph 1 – point f b (new)

Text proposed by the Commission

Amendment

(f b) Trans-border Eurovelo routes, that facilitate soft mobility and sustainable tourism, interconnecting, where appropriate, with the railway network;

Or. en

Amendment 460
Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation
Article 20 – paragraph 2

Text proposed by the Commission

Amendment

2. The high quality roads referred to in point (a) of paragraph 1 are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres, interconnect with other transport modes and link landlocked and peripheral NUTS 2 regions to central regions of the Union.

2. The high quality roads referred to in point (a) of paragraph 1 are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres, interconnect with other transport modes and link ***mountainous, remote***, landlocked and peripheral NUTS 2 regions to central regions of the Union. ***These roads shall be***

adequately maintained to allow safe and secure traffic.

Or. en

Justification

This is a slight improvement of amendment 46, tabled by the draftsmen. An obvious condition for the roads included in the trans-European network.

Amendment 461
Philip Bradbourn

Proposal for a regulation
Article 20 – paragraph 3 – introductory part

Text proposed by the Commission

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

Amendment

3. High-quality roads shall be *of a type appropriate to functional needs* for motor traffic, and shall be either motorways, *express roads or conventional strategic* roads.

Or. en

Amendment 462
James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation
Article 20 – paragraph 3 – introductory part

Text proposed by the Commission

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

Amendment

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

Or. en

Justification

This amendment provides for an additional road type as acceptable on the Comprehensive network. Some proposals for roads do not seem to support the cohesion aim. Proposals to eliminate all at-level crossings for cyclist and pedestrian traffic would be difficult and could separate neighbouring communities. Requiring all access to be from interchanges or controlled junctions would cause difficulties with side-roads, farms' access and turnings. We estimate these could cost between £53 to £100bn to implement in the UK, and would not deliver any real improvement in network performance.

Amendment 463

Silvia-Adriana Țicău

Proposal for a regulation

Article 20 – paragraph 3 – introductory part

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 464

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 20 – paragraph 3 – introductory part

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 465

James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation
Article 20 – paragraph 3 – point a – point ii

Text proposed by the Commission

(ii) does not cross at **level** with any road, railway or tramway track, or footpath; and

Amendment

(ii) does not cross at **grade** with any road, railway or tramway track, **bicycle path** or footpath; and

Or. en

Amendment 466
Dominique Riquet

Proposal for a regulation
Article 20 – paragraph 3 – point a – point iii a (new)

Text proposed by the Commission

Amendment

(iiia) incorporates a hard shoulder.

Or. fr

Amendment 467
Philip Bradbourn

Proposal for a regulation
Article 20 – paragraph 3 – point b – introductory part

Text proposed by the Commission

Amendment

(b) An express road is **a road reserved for motor traffic** accessible from interchanges or controlled junctions **only** and which:

(b) An express road is **an all purpose road** accessible **primarily** from interchanges or controlled junctions and which:

Or. en

Amendment 468
James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation
Article 20 – paragraph 3 – point b – introductory part

Text proposed by the Commission

Amendment

(b) An express road is a road **reserved** for motor traffic accessible from interchanges or controlled junctions **only** and which:

(b) An express road is a road **designed** for motor traffic accessible **primarily** from interchanges or controlled junctions and which:

Or. en

Amendment 469
Oldřich Vlasák

Proposal for a regulation
Article 20 – paragraph 3 – point b – introductory part

Text proposed by the Commission

Amendment

(b) An express road is a road **reserved** for motor traffic accessible from interchanges or controlled junctions only and which:

(b) An express road is a road **designed** for motor traffic accessible **primarily** from interchanges or controlled junctions only and which:

Or. en

Amendment 470
Philip Bradbourn

Proposal for a regulation
Article 20 – paragraph 3 – point b – point ii

Text proposed by the Commission

Amendment

(ii) does not cross at **level** with any railway or tramway track, **or footpath**.

(ii) does not cross at **grade** with any railway or tramway track.

Or. en

Amendment 471
James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation
Article 20 – paragraph 3 – point b – point ii

Text proposed by the Commission

(ii) does not cross at **level** with any railway or tramway track, **or footpath**.

Amendment

(ii) does not cross at **grade** with any railway or tramway track.

Or. en

Amendment 472
Philip Bradbourn

Proposal for a regulation
Article 20 – paragraph 3 – point b – point ii – point a (new)

Text proposed by the Commission

Amendment

a) A conventional strategic road is an all purpose road which is not a motorway or express road, but which is still a high quality road as referred to in paragraphs 1 and 2.

Or. en

Amendment 473
James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation
Article 20 – paragraph 3 – point b a (new)

Text proposed by the Commission

Amendment

(b a) A conventional strategic road is a road which is not a motorway or express road, but which is still a high quality road as referred to in paragraphs 1 and 2.

Or. en

Amendment 474
Silvia-Adriana Țicău

Proposal for a regulation
Article 20 – paragraph 3 – point b a (new)

Text proposed by the Commission

Amendment

(b a) A conventional strategic road is a road which is not a motorway or express road, but which is still a high quality road as referred to in paragraphs 1 and 2.

Or. en

Amendment 475
Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 20 – paragraph 3 – point b a (new)

Text proposed by the Commission

Amendment

(b a) A conventional strategic road is a road which is not a motorway or express road, but which is still a high quality road as referred to in paragraphs 1 and 2.

Or. en

Amendment 476
Philip Bradbourn

Proposal for a regulation
Article 20 – paragraph 4

Text proposed by the Commission

Amendment

4. Equipment associated with roads **shall** include in particular equipment for traffic management, information and route guidance, for the levying of user charges, for safety, for reducing negative environmental effects, for refuelling or

4. Equipment associated with roads **may** include in particular equipment for traffic management, information and route guidance, for the levying of user charges, for safety, for reducing negative environmental effects, for refuelling or

recharging of vehicles with alternative drives, and for secure parking areas for commercial vehicles.

recharging of vehicles with alternative drives, and for secure parking areas for commercial vehicles.

Or. en

Amendment 477

Anna Ibrisagic, Gunnar Hökmark, Christofer Fjellner, Alf Svensson, Anna Maria Corazza Bildt

Proposal for a regulation

Article 21 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) Roads correspond to the provisions of Article 20(3).

(a) Roads correspond to the provisions of Article 20(3).

At the request of a Member State, exemptions from the provisions of Article 20(3) may be granted by the Commission in duly justified cases, including cases where certain infrastructure investments could not be justified in economic cost-benefit terms, as long as an appropriate level of safety is ensured.

Or. en

Justification

It is not justifiable from an economical or environmental point of view, nor is it necessary for the interoperability of the network, to upgrade all TEN-T roads to motorways or express roads. In certain parts of the Union, not the least the sparsely populated northern regions, special circumstances apply, such as very long distances in combination with low traffic flows. These circumstances motivate an exemption from the requirement that all core roads shall be motorways or express roads.

Amendment 478

Michael Cramer

Proposal for a regulation

Article 21 – paragraph 1 – point b

Text proposed by the Commission

(b) The safety of road transport infrastructure is assured, monitored and, when necessary, improved according to the procedure provided for by Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management.

Amendment

(b) The safety of road transport infrastructure is assured ***for all motorised and non-motorised users***, monitored and, when necessary, improved according to the procedure provided for by Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management.

Or. en

Amendment 479
Michael Cramer

Proposal for a regulation
Article 21 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) Mandatory road charges are levied for the use of infrastructure in accordance with Directive 2011/76/EU of the European Parliament and of the Council of 27 September 2011 on the charging of heavy goods vehicles for the use of certain infrastructures, including the obligation to add mark-ups in mountainous regions as foreseen in Article 7 (f) of the above-cited Directive.

Or. en

Justification

The 'user-pays' and 'polluter pays' principles as enshrined in the Treaties shall be applied.

Amendment 480
Silvia-Adriana Țicău

Proposal for a regulation
Article 21 – paragraph 1 – point d

Text proposed by the Commission

(d) **The** interoperability of toll collection systems is ensured in accordance with Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community and by Commission Decision 2009/750/EC of 6 October 2009 on the definition of the European Electronic Toll Service and its technical elements.

Amendment

(d) **Where applicable,** the interoperability of toll collection systems is ensured in accordance with Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community and by Commission Decision 2009/750/EC of 6 October 2009 on the definition of the European Electronic Toll Service and its technical elements.

Or. en

Amendment 481
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 21 – paragraph 1 – point e

Text proposed by the Commission

(e) **Intelligent** transport systems of the road transport infrastructure complying with Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport **are** deployed.

Amendment

(e) **Any** intelligent transport systems of the road transport infrastructure complying with Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport **is** deployed **in a manner consistent with delegated acts adopted under this Directive.**

Or. en

Amendment 482
Izaskun Bilbao Barandica

Proposal for a regulation
Article 22 – paragraph 1 – introductory part

Text proposed by the Commission

Member States and other project promoters, when promoting projects of common interest and in addition to the priorities set out in Article 10, shall **give particular consideration to:**

Amendment

Member States, **regional authorities** and other project promoters, when promoting projects of common interest and in addition to the priorities set out in Article 10, shall **take the following into account:**

Or. es

Amendment 483
Georges Bach

Proposal for a regulation
Article 22 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(aa) internalisation of the external costs (accidents, pollution, noise, congestion) generated by each transport mode;

Or. fr

Amendment 484
Vicky Ford

Proposal for a regulation
Article 22 – paragraph 1 – point c

Text proposed by the Commission

(c) provision of **secure** parking **areas**;

Amendment

(c) provision of **appropriate** parking **space for commercial users with an appropriate level of safety and security**;

Or. en

Amendment 485
Izaskun Bilbao Barandica

Proposal for a regulation
Article 22 – paragraph 1 – point d

Text proposed by the Commission

(d) *promotion* of road safety.

Amendment

(d) *the impact* of road safety.

Or. es

Amendment 486
Izaskun Bilbao Barandica

Proposal for a regulation
Article 22 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

*(da) the progressive reduction of
motorway traffic noise;*

Or. es

Amendment 487
Silvia-Adriana Țicău

Proposal for a regulation
Article 22 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

*(d a) reduction of road infrastructure
development gaps between Member
States;*

Or. en

Amendment 488
Izaskun Bilbao Barandica

Proposal for a regulation
Article 22 – paragraph 1 – point d b (new)

Text proposed by the Commission

Amendment

(db) the impact of congestion on the roads.

Or. es

Amendment 489
Silvia-Adriana Țicău

Proposal for a regulation
Article 22 – paragraph 1 – point d b (new)

Text proposed by the Commission

Amendment

(d b) promotion of a uniform developed European road transport system.

Or. en

Amendment 490
Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation
Chapter 2 – section 4 – title

Text proposed by the Commission

Amendment

Maritime transport infrastructure

Maritime transport infrastructure *and*
Motorways of the Sea

Or. en

Amendment 491
Ramon Tremosa i Balcells

Proposal for a regulation
Article 23 – paragraph 1

Text proposed by the Commission

Maritime ports which form part of the comprehensive network are indicated on the maps in Annex I.

Amendment

Maritime ports which form part of the comprehensive network are **listed in part 1 of Annex I and are also** indicated on the maps in Annex I.

Or. en

Justification

Indicating the nodes of the comprehensive network only by anchors in maps makes it unnecessarily difficult to identify them and brings confusion. It will add to clarity if, in addition to the maps, a list of comprehensive network ports is added to the Annex 1 of the TEN-T guidelines proposal.

Amendment 492

Philippe De Backer, Gesine Meissner

Proposal for a regulation

Article 23 – paragraph 1

Text proposed by the Commission

Maritime ports which form part of the comprehensive network are indicated on the maps in Annex I.

Amendment

Maritime ports which form part of the comprehensive network are **listed in Annex III bis and are also** indicated on the maps in Annex I.

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

Amendment 493

Dominique Vlasto, Michel Dantin

Proposal for a regulation

Article 24 – paragraph 1 – point c

Text proposed by the Commission

(c) maritime ports, including the infrastructure necessary for transport operations within the port area;

Amendment

(c) maritime ports, including the ***establishment, modernisation, maintenance and expansion of the capacity of the*** infrastructure necessary for transport operations within the port area;

Or. fr

Amendment 494
Michael Cramer

Proposal for a regulation
Article 24 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) interconnecting points with other transport modes and particularly with rail;

Or. en

Amendment 495
Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation
Article 24 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(d a) The maritime port is of strategic importance for its hinterland;

Or. en

Justification

All maritime ports of strategic importance for the regions should be included in these guidelines, at least in the comprehensive network.

Amendment 496
Jaromír Kohlíček

Proposal for a regulation
Article 24 – paragraph 1 – point g

Text proposed by the Commission

(g) associated equipment;

Amendment

(g) associated equipment ***including any facility to comply with provisions of Directive 2012/...../EU as regards the sulphur content of marine fuels;***

Or. en

Justification

The provisions set in the agreed final text by the European Parliament and the Council of the directive amending Directive 1999/32 on sulphur content in marine fuels should be considered when improving or updating equipment within port facilities is required.

Amendment 497
Antonio Cancian, Carlo Fidanza, David-Maria Sassoli

Proposal for a regulation
Article 24 – paragraph 1 – point h a (new)

Text proposed by the Commission

Amendment

(h a) Last mile connections;

Or. en

Amendment 498
Ramon Tremosa i Balcells

Proposal for a regulation
Article 24 – paragraph 2 – point a

Text proposed by the Commission

Amendment

(a) The total annual ***passenger*** traffic

(a) The total annual traffic volume ***is not***

volume *exceeds 0,1 % of the total annual passenger traffic volume of all maritime ports of the Union*. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat.

less than 1,5 million tonnes of freight or 200 000 passengers. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat.

Or. en

Justification

The maritime ports belonging to comprehensive network have been identified by Member States in accordance with the criteria set by article 24 of the proposed guidelines. However, negotiations between the Commission and the Member States have resulted in additional ports being included on the basis of their status as category A (international) ports in the presently applicable guidelines. Likewise, ports which did not meet the criteria (taking into account their traffics in years 2007, 2008, 2009) but for which there are evidences that traffic growth is taking place and will continue, have also been accepted. In the benefit of a level playing field across Europe, ESPO recommends that all category A ports under the presently applicable TEN-T guidelines form part of the comprehensive network.

Amendment 499

Ramon Tremosa i Balcells

Proposal for a regulation

Article 24 – paragraph 2 – point b

Text proposed by the Commission

(b) The total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0,1% of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat.

Amendment

(b) The maritime port is located on an island and is the primary maritime point of access to a NUTS 3 region in the comprehensive network.

Or. en

Justification

The maritime ports belonging to comprehensive network have been identified by Member

States in accordance with the criteria set by article 24 of the proposed guidelines. However, negotiations between the Commission and the Member States have resulted in additional ports being included on the basis of their status as category A (international) ports in the presently applicable guidelines. Likewise, ports which did not meet the criteria (taking into account their traffics in years 2007, 2008, 2009) but for which there are evidences that traffic growth is taking place and will continue, have also been accepted. In the benefit of a level playing field across Europe, ESPO recommends that all category A ports under the presently applicable TEN-T guidelines form part of the comprehensive network.

Amendment 500
Ramon Tremosa i Balcells

Proposal for a regulation
Article 24 – paragraph 2 – point c

Text proposed by the Commission

(c) The maritime port is located ***on an island and provides the sole point of access to a NUTS 3 region*** in the comprehensive network.

Amendment

(c) The maritime port is located ***in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port*** in the comprehensive network.

Or. en

Justification

The maritime ports belonging to comprehensive network have been identified by Member States in accordance with the criteria set by article 24 of the proposed guidelines. However, negotiations between the Commission and the Member States have resulted in additional ports being included on the basis of their status as category A (international) ports in the presently applicable guidelines. Likewise, ports which did not meet the criteria (taking into account their traffics in years 2007, 2008, 2009) but for which there are evidences that traffic growth is taking place and will continue, have also been accepted. In the benefit of a level playing field across Europe, ESPO recommends that all category A ports under the presently applicable TEN-T guidelines form part of the comprehensive network.

Amendment 501
Silvia-Adriana Țicău

Proposal for a regulation
Article 24 – paragraph 2 – point d

Text proposed by the Commission

(d) The maritime port is located in an outermost region or a peripheral area, outside a radius of **200** km from the nearest other port in the comprehensive network.

Amendment

(d) The maritime port is located in an outermost region or a peripheral area, outside a radius of **100** km from the nearest other port in the comprehensive network.

Or. en

Amendment 502

Vicky Ford

Proposal for a regulation

Article 24 – paragraph 3

Text proposed by the Commission

3. Equipment associated with maritime transport infrastructure **shall** include in particular equipment **for** ice breaking, hydrological surveys, and dredging and maintenance of the port and port approaches.

Amendment

3. Equipment associated with maritime transport infrastructure **may** include in particular equipment **to ensure year-round navigability, including** ice breaking, hydrological surveys, and dredging and maintenance of the port and port approaches.

Or. en

Amendment 503

Dominique Riquet

Proposal for a regulation

Article 24 – paragraph 3

Text proposed by the Commission

3. Equipment associated with maritime transport infrastructure shall include in particular equipment for **ice breaking**, hydrological surveys, **and** dredging and maintenance of the port and port approaches.

Amendment

3. Equipment associated with maritime transport infrastructure shall include in particular equipment for **refuelling (if it helps to meet the EU's emissions reduction targets)**, hydrological surveys, dredging and maintenance of the port and port approaches **and, if necessary, ice breaking**.

Amendment 504
Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation
Article 24 – paragraph 3

Text proposed by the Commission

3. Equipment associated with maritime transport infrastructure shall include in particular equipment for ice breaking, hydrological surveys, and dredging and maintenance of the port and port approaches.

Amendment

3. Equipment associated with maritime transport infrastructure shall include in particular equipment for ***traffic and cargo management, for the reduction of negative environmental effects amongst others, for the use of alternative fuels, for*** ice breaking, ***for*** hydrological surveys, and ***for*** dredging and maintenance of the port and port approaches.

Or. en

Amendment 505
Dominique Vlasto, Michel Dantin

Proposal for a regulation
Article 24 – paragraph 3

Text proposed by the Commission

3. Equipment associated with maritime transport infrastructure shall include in particular equipment for ice breaking, hydrological surveys, ***and*** dredging ***and*** maintenance of the port and port approaches.

Amendment

3. Equipment associated with maritime transport infrastructure shall include in particular equipment for ice breaking, hydrological surveys, dredging, maintenance ***and protection*** of the port and port approaches.

Or. fr

Amendment 506
Vicky Ford

Proposal for a regulation
Article 25 – paragraph 1 – introductory part

Text proposed by the Commission

1. Motorways of the sea represent the maritime dimension of the trans-European transport network. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities enabling short-sea shipping or sea-river services between at least two ports, including hinterland connections, ***in at least two different Member States***. Motorways of the sea shall include:

Amendment

1. Motorways of the sea represent the maritime dimension of the trans-European transport network. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities enabling short-sea shipping or sea-river services between at least two ports, including hinterland connections. Motorways of the sea shall include:

Or. en

Amendment 507
Izaskun Bilbao Barandica

Proposal for a regulation
Article 25 – paragraph 1 – introductory part

Text proposed by the Commission

1. Motorways of the sea represent the maritime dimension of the trans-European transport network. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities enabling short-sea shipping or sea-river services between at least two ports, including hinterland connections, in at least two different Member States. Motorways of the sea shall include:

Amendment

1. Motorways of the sea represent the maritime dimension of the trans-European transport network ***and should aim at the achievement of a European maritime transport space without barriers***. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities ***but also simplified administrative formalities*** enabling short-sea shipping or sea-river services between at least two ports, including hinterland connections, in at least two different Member States. Motorways of the sea shall include:

Or. en

Amendment 508
Dominique Vlasto

Proposal for a regulation
Article 25 – paragraph 1 – introductory part

Text proposed by the Commission

1. Motorways of the sea represent the maritime dimension of the trans-European transport network. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities enabling short-sea shipping or sea-river services between at least two ports, including hinterland connections, in at least two different Member States. Motorways of the sea shall include:

Amendment

1. Motorways of the sea represent the maritime dimension of the trans-European transport network. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities enabling short-sea shipping or sea-river services between at least two ports, including hinterland connections, in at least two different Member States, ***or between a Member State and a third country.*** Motorways of the sea shall include:

Or. fr

Justification

If the objectives of this regulation are to be achieved, motorways of the sea must not only provide a link between EU ports, but also, where appropriate, between an EU port and a third-country port. In some cases links of this kind between the EU and neighbouring countries are essential if a modal shift to maritime transport is to be brought about.

Amendment 509
Debora Serracchiani, David-Maria Sassoli

Proposal for a regulation
Article 25 – paragraph 1 – point a

Text proposed by the Commission

(a) maritime links between maritime ports of the comprehensive network;

Amendment

(a) maritime links between maritime ports of the comprehensive network ***or between a port of the comprehensive network and a third-country port, should this be of strategic importance to the Union;***

Or. it

Justification

The development of the motorways of the sea should be extended to links with third countries in those cases that are considered to be of strategic importance for the social and economic development of the Union or of its specific regions.

Amendment 510
Dominique Vlasto

Proposal for a regulation
Article 25 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) maritime links between maritime ports of the comprehensive network;

(a) maritime links between maritime ports of the comprehensive network **and third-country ports**;

Or. fr

Justification

If the objectives of this regulation are to be achieved, motorways of the sea must not only provide a link between EU ports, but also, where appropriate, between an EU port and a third-country port. In some cases links of this kind between the EU and neighbouring countries are essential if a modal shift to maritime transport is to be brought about.

Amendment 511
Silvia-Adriana Țicău

Proposal for a regulation
Article 25 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) maritime links between maritime ports of the comprehensive network;

(a) maritime links between maritime ports of the comprehensive network **or between a port of the comprehensive network and a port of a third country neighbouring the Union**;

Or. en

Amendment 512
Hubert Pirker

Proposal for a regulation
Article 25 – paragraph 1 – point b

Text proposed by the Commission

(b) port facilities, information and communication technologies (ICT) such as electronic logistics management systems, safety and security and administrative and customs procedures in at least one Member State;

Amendment

(b) port facilities, ***freight terminals and logistics platforms located outside the port area but constructed for the port operations***, information and communication technologies (ICT) such as electronic logistics management systems, safety and security and administrative and customs procedures in at least one Member State;

Or. de

Justification

Ports require good connections with the hinterland, including major shunting yards, effective transit facilities and logistics centres.

Amendment 513
Vicky Ford

Proposal for a regulation
Article 25 – paragraph 2 – introductory part

Text proposed by the Commission

2. Projects of common interest for motorways of the sea in the trans-European transport network shall ***be proposed by at least two Member States. They shall*** take one of the following forms:

Amendment

2. Projects of common interest for motorways of the sea in the trans-European transport network shall take one of the following forms:

Or. en

Amendment 514
Silvia-Adriana Țicău

Proposal for a regulation
Article 25 – paragraph 2 – introductory part

Text proposed by the Commission

2. Projects of common interest for motorways of the sea in the trans-European transport network shall be proposed by at least two Member States. They shall take one of the following forms:

Amendment

2. Projects of common interest for motorways of the sea in the trans-European transport network shall be proposed by at least two Member States. ***In the case of a peripheric Member State, the project of common interest for Motorways of the Sea in TEN-T can be proposed by only one Member State.*** They shall take one of the following forms:

Or. en

Amendment 515
Vicky Ford

Proposal for a regulation
Article 25 – paragraph 2 – point a

Text proposed by the Commission

(a) be the maritime component of a core network corridor as defined in Article 49, or constitute the maritime component between two core network corridors;

Amendment

deleted

Or. en

Amendment 516
Silvia-Adriana Țicău

Proposal for a regulation
Article 25 – paragraph 2 – point a

Text proposed by the Commission

(a) be the maritime component of a core network corridor as defined in Article 49, or constitute the maritime component

Amendment

deleted

between two core network corridors;

Or. en

Amendment 517

Vicky Ford

Proposal for a regulation

Article 25 – paragraph 2 – point b

Text proposed by the Commission

(b) constitute a maritime link and its hinterland connections within the core network between two or more core network ports;

Amendment

(b) constitute a maritime link and its hinterland connections within the core **or comprehensive** network between two or more core **or comprehensive** network ports;

Or. en

Justification

The inclusion of comprehensive ports would provide a greater opportunity for the Motorways of the Sea project to be fully realised.

Amendment 518

Vicky Ford

Proposal for a regulation

Article 25 – paragraph 2 – point c

Text proposed by the Commission

(c) constitute a maritime link and its hinterland connections between a core network port and ports of the comprehensive network, **with a special focus on the hinterland connections of the core and comprehensive network ports.**

Amendment

(c) constitute a maritime link and its hinterland connections between a core network port and ports of the comprehensive network;

Or. en

Amendment 519
Vicky Ford

Proposal for a regulation
Article 25 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(c a) focus on the hinterland connections of the core and comprehensive network ports.

Or. en

Amendment 520
Dominique Vlasto

Proposal for a regulation
Article 25 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) constitute a maritime link and its hinterland connections between a core network port and a third-country port, in keeping with the criteria laid down in Article 8(1).

Or. fr

Amendment 521
Silvia-Adriana Țicău

Proposal for a regulation
Article 25 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(c a) constitute a maritime link and its hinterland connections between a core network port or a port of the comprehensive network and a port from a third country riparian to EU neighbouring seas.

Amendment 522
Debora Serracchiani, David-Maria Sassoli

Proposal for a regulation
Article 25 – paragraph 2 - point c a (new)

Text proposed by the Commission

Amendment

(ca) constitute a maritime link and its hinterland connections between a core network port and ports situated in third countries which represent strategic connections in terms of the enlargement of the Union, the development of relations with North African countries or the link between comprehensive network transport infrastructure on the mainland that is separated from third countries.

Or. it

Justification

The possibility of having priority projects in which there is only a single port of the core network should be considered in specific geographical situations, such as the maritime interface between Europe, North Africa and the Balkan area. The aim should be to facilitate relations between regions of the Western Mediterranean, the North Tyrrhenian Sea and the Balkan region, in order to ease the traffic towards Eastern Europe; the aim should not be to replace, but rather to functionally supplement the proposals for strategic corridors that have already been put forward.

Amendment 523
Dominique Vlasto

Proposal for a regulation
Article 25 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Projects of common interest for motorways of the sea in the trans-

European transport network shall be proposed by a Member State, in cooperation with a third country, in keeping with the criteria laid down in Article 8(1). They shall constitute a maritime link and its hinterland connections between a port of the comprehensive network and a third-country port.

Or. fr

Justification

It is important that motorways of the sea should not be established only as projects of common interest, in keeping with Article 8 of the regulation.

Amendment 524
Petri Sarvamaa

Proposal for a regulation
Article 25 – paragraph 3

Text proposed by the Commission

3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as activities for improving environmental performance, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.

Amendment

3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as activities for improving environmental performance, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, ***emissions scrubbers***, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.

Or. en

Amendment 525

Nuno Teixeira

**Proposal for a regulation
Article 25 – paragraph 3**

Text proposed by the Commission

3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as activities for improving environmental performance, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.

Amendment

3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as ***services and actions to guarantee the seamless mobility of persons and goods in the most remote and outermost regions***, activities for improving environmental performance, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.

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 526

Nils Torvalds, Anne E. Jensen

**Proposal for a regulation
Article 25 – paragraph 3**

Text proposed by the Commission

3. Projects of common interest for

Amendment

3. Projects of common interest for

motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as activities for improving environmental performance, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.

motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as activities for improving environmental performance **that help ships meet substantially stricter emission levels**, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.

Or. en

Justification

The European Parliament decided on 11.9.2012 to strengthen the limits for sulphur content of marine fuels. The limits for the sulphur content used in designated SO2 Emission Control Areas (SECAs)1 will be 1% until 31 December 2014 and 0.1% as from 1 January 2015. The IMO standard of 0,5 % for sulphur limits outside SECAs will be mandatory in EU waters by 2020. This will also be valid for passenger ships operating outside SECAs to which the current regime of 1,5 % applies until that date.

Amendment 527

Dominique Vlasto, Silvia-Adriana Țicău, Philippe De Backer

Proposal for a regulation

Article 25 – paragraph 3

Text proposed by the Commission

3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as activities for improving environmental performance, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, as well as the

Amendment

3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as activities for improving environmental performance, **offering shore side electricity at berth to all ships already equipped for using such system**, making available facilities for ice-breaking,

optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.

activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.

Or. en

Justification

The shore side electricity technology being mandatory in several part of the world (for example in California), an increasingly number of ships is equipped to use shore connection while at berth. It is therefore important to support, in the framework of project of common interest for motorways of the sea, this technology.

Amendment 528

Izaskun Bilbao Barandica

Proposal for a regulation

Article 25 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. By 1 December 2013, the Commission shall present an updated and detailed concept for the Motorways of the Sea, based on the experiences so far and taking into account the current development of Union maritime transport. It shall also contain clear guidelines for the establishment of new motorways taking into account the forecasted traffic and its coherence in the comprehensive network. Furthermore, an impact study of the development of Motorways of the Sea presenting the costs and the benefits, accompanied by an environmental impact study, shall be presented.

Or. en

Amendment 529
Silvia-Adriana Țicău

Proposal for a regulation
Article 25 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. By 1 December 2013, the Commission shall present an updated and detailed concept for the Motorways of the Sea, based on the experiences so far and taking into account all EU neighbouring seas and the current development of Union maritime transport as well as the forecasted traffic on the Motorways of the Sea. Furthermore, an impact study of the development of Motorways of the Sea presenting the costs and the benefits, accompanied by an environmental impact study, shall be presented.

Or. en

Amendment 530
Izaskun Bilbao Barandica

Proposal for a regulation
Article 26 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

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

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

Or. es

Amendment 531
Ramon Tremosa i Balcells

Proposal for a regulation
Article 26 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) Maritime ports are connected with railway lines, roads and, where possible, inland waterways of the comprehensive network, except in Malta and Cyprus for as long as no railway system is established within their territory.

(a) Maritime ports are connected, **where appropriate**, with railway lines, roads and, where possible, inland waterways of the comprehensive network, except in Malta and Cyprus for as long as no railway system is established within their territory.

Or. en

Justification

Seaports in both core and comprehensive networks should have adequate hinterland connections. This obligation should however take account of the specific type of traffic and demand in each port. Whilst all ports need road connections, similar to inland waterway connections, rail connections should only be developed where they are appropriate. For example, in the case of ro-ro ports a railway connection with the hinterland may not always make sense.

Amendment 532

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 26 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) Sea canals, port fairways and estuaries connect two seas, or provide access from the sea to maritime ports and correspond at least to inland waterway class **VI**.

(c) Sea canals, port fairways and estuaries connect two seas, or provide access from the sea to maritime ports and correspond at least to inland waterway class **III**.

Or. en

Amendment 533

Dominique Vlasto, Silvia-Adriana Țicău, Philippe De Backer

Proposal for a regulation

Article 26 – paragraph 2

Text proposed by the Commission

2. Port operators shall ensure that ports include equipment necessary to ensure the environmental performance of ships in ports, in particular reception facilities for ship generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues.

Amendment

2. Port operators shall ensure that ports include equipment necessary to ensure the environmental performance of ships in ports, in particular reception facilities for ship generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues, **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 534

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 26 – paragraph 2

Text proposed by the Commission

2. **Port operators** shall ensure that ports include equipment necessary to ensure the environmental performance of ships in ports, in particular reception facilities for ship generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues.

Amendment

2. **Member States** shall ensure that ports include equipment necessary to ensure the environmental performance of ships in ports, in particular reception facilities for ship generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues.

Or. en

Amendment 535
Jaromír Kohlíček

Proposal for a regulation
Article 26 – paragraph 2

Text proposed by the Commission

2. Port operators shall ensure that ports include equipment necessary to ensure the environmental performance of ships in ports, in particular reception facilities for ship generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues.

Amendment

2. Port operators ***or the competent authority governing the port*** shall ensure that ports include equipment necessary to ensure the environmental performance of ships in ports, in particular reception facilities for ship generated waste and cargo residues in accordance ***both*** with Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues ***and with Directive 2012/.../EU on the sulphur content of marine fuels.***

Or. en

Justification

Reference to the recent adoption of the Directive on sulphur content in marine fuels is needed.

Amendment 536
Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation
Article 26 – paragraph 3

Text proposed by the Commission

3. Member States shall implement VTMISS as provided for in Directive 2002/59/EC.

Amendment

3. Member States shall implement VTMISS ***and SafeSeaNet*** as provided for in Directive 2002/59/EC ***and deploy e-Maritime services, including in particular maritime single window services, as provided for in Directive 2010/65/EU.***

Or. en

Amendment 537
Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation
Article 27 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) introduction of new technologies and innovation for promotion of alternative fuels and energy efficient maritime transport, such as LNG.

Or. en

Amendment 538
Silvia-Adriana Țicău

Proposal for a regulation
Article 27 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) interconnection of maritime and inland waterway ports with ports of third countries riparian to the European Union neighbouring seas.

Or. en

Amendment 539
Michael Cramer

Proposal for a regulation
Article 29 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) interconnecting points with other transport modes and particularly with rail;

Amendment 540
Jaromír Kohlíček

Proposal for a regulation
Article 29 – paragraph 1 – point c

Text proposed by the Commission

(c) associated equipment;

Amendment

(c) associated equipment ***including the noise abatement measures;***

Or. en

Justification

Reference to the ongoing Regulation on noise in the airport should be foreseen.

Amendment 541
Antonio Cancian, Carlo Fidanza, David-Maria Sassoli

Proposal for a regulation
Article 29 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(d a) Last mile connections;

Or. en

Amendment 542
Silvia-Adriana Țicău

Proposal for a regulation
Article 29 – paragraph 2 – point a – point ii

Text proposed by the Commission

(ii) the volume threshold of 0,1 % does not apply if the airport is situated outside a radius of 100 km from the nearest airport

Amendment

(ii) the volume threshold of 0,1 % does not apply if the airport is situated outside a radius of 100 km from the nearest airport

in the **comprehensive** network, or outside a radius of 200 km if the region in which it is situated is provided with a high-speed railway line.

in the **core** network, or outside a radius of 200 km if the region in which it is situated is provided with a high-speed railway line.

Or. en

Amendment 543

Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation

Article 29 – paragraph 2 – point a – point ii a (new)

Text proposed by the Commission

Amendment

(ii a) the airport is of strategic importance for the region served.

Or. en

Justification

All airports of strategic importance for the regions should be included in these guidelines, at least in the comprehensive network.

Amendment 544

Christine De Veyrac, Dominique Vlasto

Proposal for a regulation

Article 30 – paragraph 1

Text proposed by the Commission

Amendment

1. Within the sphere of their responsibility, Member States and airport operators shall ensure that any airport offers at least one terminal open to all operators in a non-discriminatory way and apply transparent charges.

1. Within the sphere of their responsibility, Member States and airport operators shall ensure that any airport offers at least one terminal open to all operators in a non-discriminatory way and apply transparent, ***appropriate and fair*** charges.

Or. fr

Amendment 545
Izaskun Bilbao Barandica

Proposal for a regulation
Article 31 – paragraph 1 – introductory part

Text proposed by the Commission

Member States and other project promoters, when promoting projects of common interest and in addition to the priorities set out in Article 10, shall **give particular consideration to**:

Amendment

Member States, **regional authorities** and other project promoters, when promoting projects of common interest and in addition to the priorities set out in Article 10, shall **take the following into account**:

Or. es

Amendment 546
Spyros Danellis

Proposal for a regulation
Article 31 – paragraph 1 – point a

Text proposed by the Commission

(a) optimise existing infrastructure;

Amendment

(a) optimise existing infrastructure **by increasing efficiency and sustainability, in particular by facilitating the distribution and uptake of alternative fuels**;

Or. en

Justification

Airports have an important role to play in supporting the use of alternative fuels and will need to develop and maintain appropriate infrastructure.

Amendment 547
Michael Cramer

Proposal for a regulation
Article 31 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) increase airport capacity;

deleted

Or. en

Amendment 548

Christine De Veyrac, Dominique Vlasto

Proposal for a regulation

Article 31 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) improve multi-modal interconnections between airports and infrastructure for other transport modes.

Or. fr

Amendment 549

Romana Jordan

Proposal for a regulation

Article 32 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

In Annex I a new multi-modal link shall be added between Ljubljana (SI) and Salzburg (AT) as part of the core network in order to ensure a link between the key nodes of Munich (DE) and Ljubljana (SI) in accordance with the core network methodology. That link is vital to the appropriate development of Pan-European Corridor X, linking the Western Balkan countries, primarily Croatia, with the markets of central Europe.

Amendment 550
Bogusław Liberadzki

Proposal for a regulation
Article 34 – paragraph 1 – introductory part

Text proposed by the Commission

1. Within the sphere of their responsibility, Member States, operators of freight terminals, ports and airports, and infrastructure managers shall ensure that:

Amendment

1. Within the sphere of their responsibility, Member States, operators of freight terminals, ports and airports, and infrastructure managers shall, ***in a fair and non-discriminatory manner***, ensure that:

Or. en

Justification

It is important to ensure access to all transport modes in a non-discriminatory way - for incumbents and new entrants.

Amendment 551
Michel Dantin

Proposal for a regulation
Article 34 – paragraph 1 – point a

Text proposed by the Commission

(a) transport modes are connected in any of the following places: freight terminals, passenger stations, inland ports, airports, maritime ports, in order to allow multimodal transport of freight and passengers.

Amendment

Does not apply to English version.

Or. fr

Justification

Does not apply to English version.

Amendment 552
Izaskun Bilbao Barandica

Proposal for a regulation
Article 35 – paragraph 1 – introductory part

Text proposed by the Commission

Member States and other project promoters, when promoting projects of common interest and in addition to the priorities set out in Article 10, shall **give particular consideration to:**

Amendment

Member States, **regional authorities** and other project promoters, when promoting projects of common interest and in addition to the priorities set out in Article 10, shall **take the following into account:**

Or. es

Amendment 553
Oldřich Vlasák

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 554
Philip Bradbourn

Proposal for a regulation
Article 36 – paragraph 1 – introductory part

Text proposed by the Commission

Member States and other project promoters, when developing the

Amendment

When developing the comprehensive network in urban nodes, Member States

comprehensive network in urban nodes shall aim to ensure:

shall, *where feasible*, aim to ensure:

Or. en

Amendment 555

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 36 – paragraph 1 – introductory part

Text proposed by the Commission

Member States and other project promoters, when developing the comprehensive network in urban nodes shall aim to ensure:

Amendment

Member States and other project promoters, when developing the comprehensive network in urban nodes shall, *where feasible*, aim to ensure:

Or. en

Amendment 556

Silvia-Adriana Țicău

Proposal for a regulation

Article 36 – paragraph 1 – point c

Text proposed by the Commission

(c) adequate connection between different railway stations or airports of the comprehensive network within an urban node;

Amendment

(c) adequate connection between different railway stations, *ports* or airports of the comprehensive network within an urban node;

Or. en

Amendment 557

Philip Bradbourn

Proposal for a regulation

Article 36 – paragraph 1 – point e

Text proposed by the Commission

Amendment

(e) bypassing of urban areas for road transport to facilitate long-distance traffic flows on the comprehensive network;

deleted

Or. en

Justification

The destination of the road freight is likely to be in an urban area so it does not make sense to bypass it.

Amendment 558

Jörg Leichtfried

Proposal for a regulation

Article 36 – paragraph 1 – point f

Text proposed by the Commission

Amendment

(f) bypassing of urban areas for rail freight transport;

(f) bypassing of urban areas for rail freight transport **where topography allows it**;

Or. en

Justification

In mountainous regions such as Austria, bypassing urban areas is not always possible.

Amendment 559

Silvia-Adriana Țicău

Proposal for a regulation

Article 36 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(g a) relief of urban areas by inland waterway transport and city port facilities.

Or. en

Amendment 560
Spyros Danellis

Proposal for a regulation
Article 37 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. ITS shall be deployed as broadly as possible across the Union, as far as possible with the aim of enabling a set of interoperable basic capabilities in all 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 objective is not equality of ITS capabilities, but ensuring a set of minimum common capabilities that citizens and businesses can expect, where relevant, across the Union.

Amendment 561
Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation
Article 38 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

The Union, Member States and other project promoters shall pay particular attention to projects of common interest which provide efficient freight transport services that use the infrastructure of the comprehensive network and contribute to reducing carbon dioxide emissions. These projects shall in particular aim to:

The Union, Member States and other project promoters shall pay particular attention to projects of common interest which provide efficient freight transport services that use the infrastructure of the comprehensive network and contribute to reducing carbon dioxide emissions ***and other external costs of transport***. These projects shall in particular aim to:

Or. en

Justification

Apart from the climate change, the regulation should address more explicitly also other external costs of transport.

Amendment 562

Michael Cramer

Proposal for a regulation

Article 38 – paragraph 1 – introductory part

Text proposed by the Commission

The Union, Member States and other project promoters shall pay particular attention to projects of common interest which provide efficient freight transport services that use the infrastructure of the comprehensive network and contribute to reducing carbon dioxide emissions. These projects shall in particular aim to:

Amendment

The Union, Member States and other project promoters shall pay particular attention to projects of common interest which provide efficient freight transport services that use the infrastructure of the comprehensive network and ***cross-border feed-in lines as well as*** contribute to reducing carbon dioxide ***and greenhouse gas*** emissions. These projects shall in particular aim to:

Or. en

Amendment 563

Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation

Article 38 – paragraph 1 – point b

Text proposed by the Commission

(b) promote the deployment of innovative transport services or new combinations of proven existing transport services, including through the application of ITS and the establishment of relevant governance structures;

Amendment

(b) promote the deployment of innovative transport services or new combinations of proven existing transport services, including through the application of ITS and the ***development of small scale ancillary infrastructure, necessary to achieve mainly environmental goals of these services as well as the*** establishment of relevant governance structures;

Justification

The ancillary infrastructure being the complementary element to large scale infrastructure funding foreseen under the regulation should support achievement of environmental targets by the sustainable freight transport services.

Amendment 564

Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation

Article 38 – paragraph 1 – point c

Text proposed by the Commission

(c) facilitate multi-modal transport service operations and improve cooperation between transport service providers;

Amendment

(c) facilitate multi-modal transport service operations ***including the accompanying information flows*** and improve cooperation between transport service providers;

Justification

It is important to account also for the information and communication solutions supporting the movement of cargo.

Amendment 565

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 38 – paragraph 1 – point d

Text proposed by the Commission

(d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction, driving/steaming, systems and operations planning, ***resource sharing and cooperation***;

Amendment

(d) stimulate resource and carbon efficiency, notably in the fields of vehicle traction, driving/steaming, systems and operations planning;

Amendment 566
Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation
Article 38 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

*(e a) facilitate the deployment of
Motorways of the Sea-based services.*

Or. en

Justification

Support for the service dimension of the MoS will make the concept more attractive for the market.

Amendment 567
Michel Dantin, Dominique Vlasto, Carlo Fidanza

Proposal for a regulation
Article 38 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

*(ea) improve links to the most vulnerable
and isolated parts of the Union, in
particular the outermost, island, remote
and mountain regions.*

Or. fr

Amendment 568
Michael Cramer

Proposal for a regulation
Article 39 – paragraph 1 – introductory part

Text proposed by the Commission

The comprehensive network shall keep up with state-of-the-art technological developments and deployments. They shall in particular aim to:

Amendment

The comprehensive network **and cross-border feed-in lines** shall keep up with state-of-the-art technological developments and deployments. They shall in particular aim to:

Or. en

Amendment 569

Dominique Vlasto, Philippe De Backer

Proposal for a regulation

Article 39 – paragraph 1 – introductory part

Text proposed by the Commission

The comprehensive network shall keep up with state-of-the-art technological developments and deployments. **They shall** in particular **aim** to:

Amendment

The comprehensive network shall keep up with state-of-the-art technological developments and deployments, **by giving priority to projects aiming** in particular to:

Or. en

Justification

This amendment aims to precise that there must be identified priorities when it comes to the development and deployment of the comprehensive network.

Amendment 570

Dominique Vlasto, Silvia-Adriana Țicău, Philippe De Backer

Proposal for a regulation

Article 39 – paragraph 1 – point b

Text proposed by the Commission

(b) enable the decarbonisation of all transport modes by stimulating energy efficiency as well as the introduction of alternative propulsion systems and the provision of corresponding infrastructure.

Amendment

(b) enable the decarbonisation of all transport modes by stimulating energy efficiency as well as the introduction of alternative propulsion **and electricity supply** systems and the provision of

Such infrastructure may include grids and other facilities necessary for the energy supply, take account of the infrastructure – vehicle interface and encompass intelligent transport systems;

corresponding infrastructure. Such infrastructure may include grids and other facilities necessary for the energy supply, take account of the infrastructure – vehicle interface and encompass intelligent transport systems;

Or. en

Justification

Electricity supply systems, such as shore connection for maritime and inland water transport, could get the priority as this innovative transport technology enables to drastically reduce PM, Sox and Nox emissions that cause asthma, bronchitis and heart failure and so huge external costs for countries. As this technology enables ships to switch off their engine at berth, it cuts noises and vibrations.

Amendment 571

Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation

Article 39 – paragraph 1 – point d

Text proposed by the Commission

(d) improve the operation, accessibility, interoperability, multimodality and efficiency of the network, including multimodal ticketing;

Amendment

(d) improve the operation, accessibility, interoperability, multimodality and efficiency of the network, including multimodal ticketing ***and transport management***;

Or. en

Justification

Innovative solutions supporting management of transport and cargo going beyond passenger transport should also be supported

Amendment 572

Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation

Article 39 – paragraph 1 – point e

Text proposed by the Commission

(e) promote measures to reduce external costs, such as pollution of any kind, including noise, congestion and health damage;

Amendment

(e) promote measures to reduce external costs, such as pollution of any kind, including noise, ***emissions***, congestion and health damage;

Or. en

Amendment 573
Werner Langen

Proposal for a regulation
Article 39 – paragraph 1 – point e

Text proposed by the Commission

(e) promote measures to reduce ***external costs, such as*** pollution of any kind, ***including*** noise, congestion and health damage;

Amendment

(e) promote measures to reduce pollution of any kind, noise, congestion and health damage ***and reduce external costs arising from these factors;***

Or. de

Amendment 574
Michel Dantin

Proposal for a regulation
Article 40 – paragraph 1

Text proposed by the Commission

Member States and other project promoters shall give due consideration to ensure that transport infrastructure provides for a high degree of safety and security for passenger and freight movements.

Amendment

Member States and other project promoters shall give due consideration to ensure that transport infrastructure provides for a high degree of safety and security for passenger and freight movements, ***including during periods when maintenance or modernisation work has to be carried out.***

Or. fr

Justification

Safety and security must be guaranteed, not only once the infrastructure has been completed, but also on site during maintenance or modernisation work.

Amendment 575
Izaskun Bilbao Barandica

Proposal for a regulation
Article 40 – paragraph 1

Text proposed by the Commission

Member States and other project promoters shall give due consideration to ensure that transport infrastructure provides for a high degree of safety and security for passenger and freight movements.

Amendment

Member States, **regional authorities** and other project promoters shall give due consideration to ensure that transport infrastructure provides for a high degree of safety and security for passenger and freight movements.

Or. es

Amendment 576
Philip Bradbourn

Proposal for a regulation
Article 41 – paragraph 1

Text proposed by the Commission

During infrastructure planning, Member States and other project promoters shall give due consideration to the risk assessments and adaptation measures adequately improving the resilience to climate change, in particular in relation to precipitation, floods, storms, high temperature and heat waves, droughts, sea level rise and coastal surges, in compliance with any requirement which may be set out in relevant Union legislation.

Amendment

deleted

Or. en

Justification

Planning is a Member State competence. Therefore, no proposals should be binding on Member States.

Amendment 577
Michael Cramer

Proposal for a regulation
Article 41 – paragraph 1

Text proposed by the Commission

During infrastructure planning, Member States and other project promoters shall give due consideration to the risk assessments and adaptation measures adequately improving the resilience to climate change, in particular in relation to precipitation, floods, storms, high temperature and heat waves, droughts, sea level rise and coastal surges, in compliance with any requirement which may be set out in relevant Union legislation.

Amendment

During infrastructure planning, Member States and other project promoters shall give due **trans-border** consideration to the risk assessments and adaptation measures adequately improving the resilience to climate change, in particular in relation to precipitation, floods, storms, high temperature and heat waves, droughts, sea level rise and coastal surges, in compliance with any requirement which may be set out in relevant Union legislation.

Or. en

Amendment 578
Werner Langen

Proposal for a regulation
Article 42 – title

Text proposed by the Commission

Environmental protection

Amendment

Health and environmental protection

Or. de

Amendment 579
Michael Cramer

Proposal for a regulation
Article 42 – paragraph 1

Text proposed by the Commission

Member States and other project promoters shall carry out environmental assessment of plans and projects in particular as provided in Council Directives 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment and 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, and Directives of the European Parliament and of the Council: 2000/60/EC of 23 October 2000 establishing a framework for Community action in the field of water policy, 2001/42/EC of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment, and 2009/147/EC of 30 November 2009 on the conservation of wild birds in order to avoid or, when not possible, mitigate or compensate for negative impacts on the environment, such as landscape fragmentation, soil sealing, air and water pollution as well as noise, and to effectively protect biodiversity.

Amendment

1. Member States and other project promoters shall carry out environmental assessment of plans and projects in particular as provided in Council Directives 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment and 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, and Directives of the European Parliament and of the Council: 2000/60/EC of 23 October 2000 establishing a framework for Community action in the field of water policy, 2001/42/EC of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment, and 2009/147/EC of 30 November 2009 on the conservation of wild birds in order to avoid or, when not possible, mitigate or compensate for negative impacts on the environment, such as landscape fragmentation, soil sealing, air and water pollution as well as noise, and to effectively protect biodiversity. ***For trans-border projects, Member States shall guarantee trans-border application of the legislation mentioned in this Article.***

Or. en

Amendment 580
Ramon Tremosa i Balcells

Proposal for a regulation
Article 42 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1.a Member States and other project promoters shall ensure that such

***assessments are carried out efficiently,
avoiding unnecessary delays.***

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 581

Philippe De Backer, Gesine Meissner

Proposal for a regulation

Article 42 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1.a Member States and other project promoters shall ensure that such assessments are carried out efficiently, avoiding unnecessary delays, in particular for projects of common interest.

Or. en

Amendment 582

Jaromír Kohlíček

Proposal for a regulation

Article 42 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1.a Member States and other project promoters shall respect, complying with all relevant environmental legislation as in paragraph 1, the foreseen procedures of consultation of the interested parties

and concerned population according to existing national laws and EU legislation.

Or. en

Justification

Participation of public is a relevant issue to share responsibility in the project or plan and increase its acceptance.

Amendment 583

Debora Serracchiani, David-Maria Sassoli

Proposal for a regulation

Article 44 – paragraph 1

Text proposed by the Commission

1. The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy. The core network shall in particular contribute to coping with increasing mobility and to the development of a low-carbon transport system.

Amendment

1. The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy. ***It shall be structured in such a way as to take into consideration the future geographical framework with a view to the enlargement of the Union and the possible development and completion of the priority corridors.*** The core network shall in particular contribute to coping with increasing mobility and to the development of a low-carbon transport system.

Or. it

Justification

The definition of the core network must be able to take into consideration the imminent enlargement of the Union to other countries, and hence the need to plan strategic corridors in the light of these developments.

Amendment 584

Izaskun Bilbao Barandica

Proposal for a regulation
Article 44 – paragraph 1

Text proposed by the Commission

1. The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy. The core network shall in particular contribute to coping with increasing mobility **and** to the development of a low-carbon transport system.

Amendment

1. The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy. The core network shall in particular contribute to coping with increasing mobility, to the development of a low-carbon transport system **and to improving accessibility throughout the European Union.**

Or. es

Amendment 585
Jean-Jacob Bicep

Proposal for a regulation
Article 44 – paragraph 1

Text proposed by the Commission

1. The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy. The core network shall in particular contribute to coping with increasing mobility and to the development of **a low-carbon** transport system.

Amendment

1. The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy. The core network shall in particular contribute to coping with increasing mobility and to the development of **an environmentally friendly** transport system.

Or. fr

Amendment 586
Ádám Kósa, Erik Bánki

Proposal for a regulation
Article 44 – paragraph 1

Text proposed by the Commission

1. The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy. The core network shall in particular contribute to coping with increasing mobility and to the development of a low-carbon transport system.

Amendment

1. The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy. The core network shall in particular contribute to coping with increasing mobility, ***with increasing needs for accessible transport for elderly people, persons with reduced mobility and disabled passengers***, and to the development of a low-carbon transport system.

Or. en

Justification

With the presence of 80 million persons with disabilities in Europe, the ageing of the population and the environmental issues, accessibility of transport has become a crucial societal challenge that should be tackled by the core network.

Amendment 587

Silvia-Adriana Țicău

Proposal for a regulation

Article 44 – paragraph 1

Text proposed by the Commission

1. The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy. The core network shall in particular contribute to coping with increasing mobility and to the development of a low-carbon transport system.

Amendment

1. The core network, ***as set out in Annex I***, shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy ***and shall reflect evolving traffic demand and the need for multi-modal transport***. The core network shall in particular contribute to coping with increasing mobility and ***to ensuring a high safety standard as well as contributing*** to the development of a low-carbon transport system.

Amendment 588
Silvia-Adriana Țicău

Proposal for a regulation
Article 44 – paragraph 2

Text proposed by the Commission

2. The core network shall be interconnected in nodes and provide for connections with neighbouring countries' transport infrastructure networks.

Amendment

2. The core network shall be interconnected in nodes and provide for connections with neighbouring countries' transport infrastructure networks. ***In the case of a Member State having a long border with a neighbouring country, the interconnection between core networks and neighbouring' transport infrastructure network will be ensured in at least two points/transport modes.***

Or. en

Amendment 589
Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 44 – paragraph 3

Text proposed by the Commission

3. ***The transport infrastructures constituting the core network are indicated in the corresponding maps of the comprehensive network in Annex I.***

Amendment

3. ***Without prejudice to Articles 1(4), 47(2) and (3), appropriate measures shall be taken for the core network to be developed in order to comply with the provisions of this Chapter by 31 December 2030.***

In accordance with Article 57, the implementation of the core network shall be evaluated by the Commission by 31 December 2023.

Or. en

Amendment 590
Antigoni Papadopoulou

Proposal for a regulation
Article 44 – paragraph 3

Text proposed by the Commission

3. The transport infrastructures constituting the core network are indicated in the corresponding maps of the comprehensive network in Annex I.

Amendment

3. The transport infrastructures constituting the core network are indicated in the corresponding maps of the comprehensive network in Annex I. ***The Port of Larnaca (CY) and the Airport of Paphos (CY) and their interconnections should be added to the core network, taking into account the need and requirement for connectivity, accessibility and cohesion within the Union for the effectiveness of its transportation system.***

Or. en

Amendment 591
Nuno Teixeira

Proposal for a regulation
Article 45 – paragraph 1

Text proposed by the Commission

1. The core network shall reflect evolving traffic demand and the need for multi-modal transport. State-of-the-art technologies and regulatory and governance measures for managing the infrastructure use shall be taken into account in order to ensure resource-efficient use of transport infrastructure and to provide for sufficient capacity.

Amendment

1. The core network shall reflect evolving traffic demand and the need for multi-modal transport, ***as well as the seamless mobility of passengers and goods.*** State-of-the-art technologies and regulatory and governance measures for managing the infrastructure use shall be taken into account in order to ensure resource-efficient use of transport infrastructure and to provide for sufficient capacity.

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. These two elements are crucial if territorial, economic and social cohesion is to be achieved.

Amendment 592 **Izaskun Bilbao Barandica**

Proposal for a regulation **Article 45 – paragraph 1**

Text proposed by the Commission

1. The core network shall reflect evolving traffic demand and the need for multi-modal transport. State-of-the-art technologies and regulatory and governance measures for managing *the* infrastructure *use* shall be taken into account in order to ensure resource-efficient use of transport infrastructure and to provide for sufficient capacity.

Amendment

1. The core network shall reflect evolving traffic demand and the need for multi-modal transport. State-of-the-art technologies and regulatory and governance measures for managing infrastructure *for both passengers and freight transport* shall be taken into account in order to ensure resource-efficient use of transport infrastructure and to provide for sufficient capacity.

Or. es

Amendment 593 **Silvia-Adriana Țicău**

Proposal for a regulation **Article 45 – paragraph 1**

Text proposed by the Commission

1. The core network shall reflect evolving traffic demand and the need for multi-modal transport. State-of-the-art technologies and regulatory and governance measures for managing the infrastructure use shall be taken into account in order to ensure resource-efficient use of transport infrastructure and to provide for sufficient capacity.

Amendment

1. The core network shall reflect *the need for social cohesion and a balanced distribution of the networks across the EU*, evolving traffic demand and the need for multi-modal transport. State-of-the-art technologies and regulatory and governance measures for managing the infrastructure use shall be taken into account in order to ensure resource-

efficient use of transport infrastructure and to provide for sufficient capacity.

Or. ro

Amendment 594
Bogusław Liberadzki

Proposal for a regulation
Article 45 – paragraph 2 – introductory part

Text proposed by the Commission

2. The infrastructure of the core network shall meet all the requirements set out in Chapter II ***without exception***. In addition, the following requirements shall also be met by the infrastructure of the core network:

Amendment

2. The infrastructure of the core network shall meet all the requirements set out in Chapter II. In addition, the following requirements shall also be met by the infrastructure of the core network ***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, it should be referred to existing TSI and its requirements.

Amendment 595
Philip Bradbourn

Proposal for a regulation
Article 45 – paragraph 2 – introductory part

Text proposed by the Commission

2. The infrastructure of the core network ***shall meet all*** the requirements set out in Chapter II ***without exception. In addition,*** the following requirements ***shall also*** be met by the infrastructure of the core network:

Amendment

2. ***Efforts shall be made for*** the infrastructure of the core network ***to meet*** the requirements set out in Chapter II. ***Efforts shall also be made for*** the following requirements ***to*** be met by the infrastructure of the core network:

Justification

Effective implementation of the proposals will be the responsibility of Member States and will be dependant on public financing capacities, national planning, planning/deployment agreed with the EU. Therefore decisions on which projects should be developed and invested in national networks should remain with the Member States concerned.

Amendment 596

James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation**Article 45 – paragraph 2 – introductory part***Text proposed by the Commission*

2. The infrastructure of the core network shall meet all the requirements set out in Chapter II ***without exception***. In addition, the following requirements shall also be met by the infrastructure of the core network:

Amendment

2. The infrastructure of the core network shall meet all the requirements set out in Chapter II. In addition, the following requirements shall also be met by the infrastructure of the core network, ***without prejudice to paragraph 3***:

Or. en

Amendment 597

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko, Oldřich Vlasák

Proposal for a regulation**Article 45 – paragraph 2 – introductory part***Text proposed by the Commission*

2. The infrastructure of the core network shall meet all the requirements set out in Chapter II ***without exception***. In addition, the following requirements shall also be met by the infrastructure of the core network:

Amendment

2. The infrastructure of the core network shall meet all the requirements set out in Chapter II. In addition, the following requirements shall also be met by the infrastructure of the core network:

Or. en

Amendment 598

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 45 – paragraph 2 – introductory part

Text proposed by the Commission

2. The infrastructure of the core network shall meet all the requirements set out in Chapter II *without exception*. In addition, the following requirements shall also be met by the infrastructure of the core network:

Amendment

2. The infrastructure of the core network shall meet all the requirements set out in Chapter II. In addition, the following requirements shall also be met by the infrastructure of the core network:

Or. en

Amendment 599

Petri Sarvamaa

Proposal for a regulation

Article 45 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(a) for railway transport infrastructure:

Amendment

(a) for railway transport infrastructure, *except for isolated networks*:

Or. en

Amendment 600

Vilja Savisaar-Toomast

Proposal for a regulation

Article 45 – paragraph 2 – point a – introductory part

Text proposed by the Commission

(a) for railway transport infrastructure:

Amendment

(a) for railway transport infrastructure, *except for isolated networks*:

Or. en

Amendment 601
Zigmantas Balčytis

Proposal for a regulation
Article 45 – paragraph 2 – point a – introductory part

Text proposed by the Commission

Amendment

(a) for railway transport infrastructure:

(a) for railway transport infrastructure,
except for isolated networks:

Or. en

Amendment 602
Spyros Danellis

Proposal for a regulation
Article 45 – paragraph 2 – point a – introductory part

Text proposed by the Commission

Amendment

(a) for railway transport infrastructure:

(a) for railway transport infrastructure,
except for isolated railway networks:

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 603
Jim Higgins

Proposal for a regulation
Article 45 – paragraph 2 – point a – introductory part

Text proposed by the Commission

Amendment

(a) for railway transport infrastructure:

(a) for railway transport infrastructure,
except for isolated networks:

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 604
Philip Bradbourn

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

Text proposed by the Commission

Amendment

– full electrification of the railway lines;

deleted

Or. en

Amendment 605
Bogusław Liberadzki

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

Text proposed by the Commission

Amendment

– full electrification of the railway lines;

***– full electrification of the railway lines
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, it should be referred to existing TSI and its requirements.

Amendment 606

Roberts Zīle

Proposal for a regulation

Article 45 – paragraph 2 – point a – indent 1

Text proposed by the Commission

Amendment

– full electrification of the railway lines;

– full electrification of the railway lines,
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 607

Dominique Riquet

Proposal for a regulation

Article 45 – paragraph 2 – point a – indent 1

Text proposed by the Commission

Amendment

- full electrification of the railway lines;

- full electrification of the railway lines,
with the exception of holding sidings and terminals;

Or. fr

Amendment 608

Ramon Tremosa i Balcells

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

Text proposed by the Commission

Amendment

full electrification of the railway lines;

– full electrification of the railway lines,
excluding sidings;

Or. it

Justification

This amendment concerning the core network is consistent with Amendment 1 concerning the comprehensive network. The exclusion of sidings from electrification should also be provided for in the core network.

Amendment 609
Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

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

Text proposed by the Commission

Amendment

– full electrification of the railway lines;

– ***the requirements set out in the Technical Specifications 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 610
Ramon Tremosa i Balcells

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

Text proposed by the Commission

Amendment

– full electrification of the railway lines;

– full electrification of the railway lines,
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 611

Mara Bizzotto

Proposal for a regulation

Article 45 – paragraph 2 – point a – indent 1

Text proposed by the Commission

Amendment

full electrification of the railway lines;

– full electrification of the railway lines,
excluding sidings;

Or. it

Justification

This amendment concerning the core network is consistent with Amendment 1 concerning the comprehensive network. The exclusion of sidings from electrification should also be provided for in the core network.

Amendment 612

Georges Bach

Proposal for a regulation

Article 45 – paragraph 2 – point a – indent 1

Text proposed by the Commission

Amendment

- full electrification of the railway lines;

- full electrification of the railway lines,
*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 613

Antonio Cancian, Carlo Fidanza, David-Maria Sassoli

Proposal for a regulation

Article 45 – paragraph 2 – point a – indent 1

Text proposed by the Commission

full electrification of the railway lines;

Amendment

– full electrification of the railway lines,
with the exception of sidings;

Or. it

Amendment 614

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 45 – paragraph 2 – point a – indent 2

Text proposed by the Commission

– *lines with regular freight traffic: at least 22.5 t axle load, 100 km/h line speed and 750 m train length;*

Amendment

deleted

Or. en

Amendment 615

Bogusław Liberadzki

Proposal for a regulation

Article 45 – paragraph 2 – point a – indent 2

Text proposed by the Commission

– lines with **regular** freight traffic: at least 22.5 t axle load, 100 km/h line speed and 750 m train length;

Amendment

– lines with **conventional** freight traffic: at least 22.5 t axle load, 100 km/h line speed and 740 m total train length, plus a 10 m safety margin. *The total train length could*

be extended, in particular on the core network corridors, to up to 1,500 m if there is a clear socio-economic benefit and operational and technical feasibility allows it; except in duly justified cases where derogations under TSIs 'specific cases' apply.

Or. en

Justification

The train length should not include a flexible safety margin. Otherwise we might end up having a discussion whether a 10 m safety margin is sufficient in all cases, resulting into different effective train lengths in Europe. If an infrastructure manager wishes to have higher margins he has to ensure this through providing longer tracks. Furthermore, Member States should be encouraged to extend the total train length on the core network for freight trains to up to 1,500 m.

Amendment 616 **Tanja Fajon**

Proposal for a regulation **Article 45 – paragraph 2 – point a – indent 2**

Text proposed by the Commission

– lines *with regular freight traffic*: at least 22.5 t axle load, 100 km/h line speed and **750 m train length**;

Amendment

– *freight lines of the core network*: at least 22.5 t axle load, 100 km/h line speed and **the possibility to run trains with a length of 600 m**;

Or. en

Justification

Minimum train length should be shortened to 600 m in order to take account of difficult geographic areas (i.e. the Alps), where adapting of whole infrastructure to fit longer trains would be too costly. It is better to ensure a denser core network with a bit lower standard for train length than less dense a network with a higher train length standard.

Amendment 617 **Romana Jordan**

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

Text proposed by the Commission

– lines with regular freight traffic: at least 22.5 t axle load, 100 km/h line speed and **750** m train length;

Amendment

– lines with regular freight traffic: at least 22.5 t axle load, 100 km/h line speed and **600** m train length;

Or. sl

Justification

A train length of 600 m is in line with the requirements in force under Directive 2008/57/EC on the interoperability of the rail system within the Community. The minimum train length is 600 m. The reason for this is that areas with difficult access (such as the Alps) also need to be taken into account, as the modifications to infrastructure that would be required for longer trains would be very expensive. It is better to have a more interconnected core network with a slightly lower standard than a higher standard but narrower (less connected) network.

Amendment 618
Vicky Ford

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

Text proposed by the Commission

– **lines with regular freight traffic**: at least 22.5 t axle load, 100 km/h line speed and 750 m train length;

Amendment

– freight **lines**: at least 22.5 t axle load, 100 km/h line speed and 750 m train length;

Or. en

Amendment 619
Jelko Kacin

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

Text proposed by the Commission

– lines **with regular freight traffic**: at least 22.5 t axle load, 100 km/h line speed and

Amendment

– **freight lines of the core network**: at least 22.5 t axle load, 100 km/h line speed and

750 m train length;

the possibility to run trains with a length of 600 m;

Or. en

Amendment 620
Ramon Tremosa i Balcells

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

Text proposed by the Commission

– lines with **regular** freight traffic: at least 22.5 t axle load, 100 km/h line speed and 750 m train length;

Amendment

– lines with **conventional** freight traffic: at least 22.5 t axle load, **new line 25 t**, 100 km/h line speed and 750 m train length, **which could be extended, in particular on the core network corridors, to up to 1,500m (3600÷5000 tonnes per train) if there is a clear socio-economic benefit and operational and technical feasibility allows it, including for this purpose automatic couplings in freight wagons;**

Or. en

Justification

The definition for ‘regular’ and ‘conventional’ freight traffic is different. It is important that the category of line to which the proposed technical specifications apply is correctly defined. 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. For this length purpose, wagons with automatic couplings are not an option but a technical necessity.

Amendment 621
Michael Cramer

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

Text proposed by the Commission

– lines with regular freight traffic: at least 22.5 t axle load, 100 km/h line speed and 750 m train length;

Amendment

– lines with regular freight traffic: at least 22.5 t axle load, 100 km/h line speed and 740 m train length, ***which could be extended, in particular on the Rail Freight Corridors established by Regulation 913/2010/EC, to up to 1500 m provided that there is a socio-economic benefit and that operational and technical feasibility allows it;***

Or. en

Amendment 622
Roberts Zile

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

Text proposed by the Commission

– lines with ***regular*** freight traffic: at least 22.5 t axle load, 100 km/h line speed and 750 m train length;

Amendment

– lines with ***conventional*** freight traffic: at least 22.5 t axle load, 100 km/h line speed and 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. In addition, the definition for ‘regular’ and ‘conventional’ freight traffic is different and thus it is important that the category of line to which the proposed technical specifications apply is correctly defined.

Amendment 623
Artur Zasada, Elżbieta Katarzyna Łukacijewska

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

Text proposed by the Commission

– lines with regular freight traffic: at least 22.5 t axle load, 100 km/h line speed and **750** m train length;

Amendment

– lines with regular freight traffic: at least 22.5 t axle load, 100 km/h line speed and **600** m train length;

Or. en

Amendment 624

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 45 – paragraph 2 – point a – indent 2 a (new)

Text proposed by the Commission

Amendment

– without prejudice to Directive 2008/57/EC, at the request of a Member State, as regards railway transport infrastructure, exemptions may be granted by the Commission in duly justified cases as regards the train length, ERTMS, axle load, electrification and line speed;

Or. en

Amendment 625

Roberts Zile

Proposal for a regulation

Article 45 – paragraph 2 – point a – indent 2 a (new)

Text proposed by the Commission

Amendment

- full deployment of ERTMS, except for isolated networks;

Or. en

Justification

Certain infrastructure enhancements in support to interoperability do not 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 626 **Roberts Zile**

Proposal for a regulation **Article 45 – paragraph 2 – point a – indent 2 b (new)**

Text proposed by the Commission

Amendment

- nominal track gauge for new railway lines: 1435 mm;

Or. en

Amendment 627 **Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko**

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

Text proposed by the Commission

Amendment

– availability of alternative clean fuels;

– ***demand-based*** availability of alternative clean fuels;

Or. en

Amendment 628 **Dominique Vlasto, Silvia-Adriana Țicău, Philippe De Backer**

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

Text proposed by the Commission

– availability of alternative clean fuels;

Amendment

– availability of alternative clean fuels *or shore side power supply*;

Or. en

Justification

Shore connections advantages on fuels are the following: less expensive than alternative fuel for ships, less expensive in term of infrastructure investment for port (alternative fuels require investment in huge bunkering station, more environmental friendly).

Amendment 629

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 45 – paragraph 2 – point b – indent 1 a (new)

Text proposed by the Commission

Amendment

– inland waterways infrastructure of the core network can be exempted from meeting all the requirements set out in this Article and in Chapter II, if an inland waterway has been classified as a route of international importance in the European Agreement on Main Inland Roads of International Importance (AGN);

Or. en

Amendment 630

Vicky Ford

Proposal for a regulation

Article 45 – paragraph 2 – point c – indent 1

Text proposed by the Commission

Amendment

– the development of rest areas approximately every **50** kilometres on motorways in order inter alia to provide

– the development of rest areas approximately every **100** kilometres on motorways in order inter alia to provide

sufficient parking space for commercial road users with an appropriate level of safety and security;

sufficient parking space for commercial road users with an appropriate level of safety and security;

Or. en

Amendment 631

James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation

Article 45 – paragraph 2 – point c – indent 1

Text proposed by the Commission

– the development of rest areas approximately every **50** kilometres on motorways in order inter alia to provide **sufficient** parking space for commercial road users with an appropriate level of safety and security;

Amendment

– the development of rest areas approximately every **100** kilometres on motorways in order inter alia to provide **appropriate** parking space for commercial road users with an appropriate level of safety and security;

Or. en

Justification

This Article should be read in conjunction with any additional amendments to Article 45. This amendment increases the distances between rest areas on motorways of the core network. There would not be a significant demand for such facilities on a road network of the scale that exists in Northern Ireland.

Amendment 632

Silvia-Adriana Țicău

Proposal for a regulation

Article 45 – paragraph 2 – point c – indent 1

Text proposed by the Commission

– the development of rest areas **approximately** every 50 kilometres on motorways in order inter alia to provide sufficient parking space for commercial road users with an appropriate level of

Amendment

– the development of rest areas every 50 kilometres **or less** on motorways, **express roads or conventional strategic roads, following society and market needs and environmental restrictions** in order inter

safety and security;

alia to provide sufficient parking space for commercial road users with an appropriate level of safety, *comfort* and security;

Or. en

Amendment 633
Philip Bradbourn

Proposal for a regulation
Article 45 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Without prejudice to Directive 2008/57/EC, at the request of a Member State, as regards railway transport infrastructure, exemptions may be granted by the Commission in duly justified cases as regards the train length, ERTMS, axle load, electrification and line speed.

At the request of a Member State, as regards road transport infrastructure, exemptions from the provisions of Article 20(3)(a) or (b) may be granted by the Commission in duly justified cases as long as an appropriate level of safety is ensured.

The duly justified cases referred to in this paragraph shall include cases where infrastructure investments cannot be justified in economic cost-benefit terms.

Or. en

Justification

The development of the TEN-T network needs to take into account the availability of funding within Member States, national planning priorities and geographical differences between Member States.

Amendment 634
Saïd El Khadraoui

Proposal for a regulation
Article 45 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Without prejudice to the provisions of Article 17 paragraph 3 (a), at the request of a Member State, the Commission may grant an exemption to go beyond the level of safeguards of the EU nature protection legislation, as described in Article 41 and 42, as long as the proportionality of the exemption can be demonstrated and the implementation of the core network is ensured.

Or. en

Amendment 635
Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation
Article 45 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a .– full deployment of ERTMS;

Or. en

Justification

Member States should be helped to improve the interoperability of the network.

Amendment 636
Oldřich Vlasák

Proposal for a regulation
Article 45 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. At the request of a Member State, with regards to railway transport infrastructure, exemptions may be, in duly justified cases, granted by the Commission, in accordance with the procedure referred to in Article 55 (2) where fulfilment of certain standards would not be feasible due to economic reasons or in the case of isolated networks. This can cover the train length, ERTMS, axle load, electrification, line speed etc.

Or. en

Amendment 637

James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation

Article 45 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Without prejudice to Directive 2008/57/EC, at the request of a Member State, as regards railway transport infrastructure, exemptions may be granted by the Commission in duly justified cases as regards the train length, ERTMS, axle load, electrification and line speed.

At the request of a Member State, as regards road transport infrastructure, exemptions from the provisions of Article 20(3)(a) or (b) may be granted by the Commission in duly justified cases as long as an appropriate level of safety is ensured.

The duly justified cases referred to in this paragraph shall include cases where infrastructure investments cannot be justified in economic cost-benefit terms.

Justification

This amendment should be read in conjunction with any amendments to Article 3 in relation to isolated networks and Article 20, paragraph 3 in relation to roads. It provides for justified exemptions from core network standards such as for 'isolated rail networks' or improvements to the road network which cannot be justified on an economic basis. The improvements necessary could only be reasonably undertaken if similar works were to be carried out on that part of the shared rail network for which the Republic of Ireland is responsible. The estimated cost for such work would be between £5.6bn and £12bn.

Amendment 638

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 45 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Without prejudice to Directive 2008/57/EC, at the request of a Member State, as regards railway transport infrastructure, exemptions may be granted by the Commission in duly justified cases as regards the train length, ERTMS, axle load, electrification and line speed.

At the request of a Member State, as regards road transport infrastructure, exemptions from the provisions of Article 20(3)(a) or (b) may be granted by the Commission in duly justified cases as long as an appropriate level of safety is ensured.

The duly justified cases referred to in this paragraph shall include cases where infrastructure investments cannot be justified in economic cost-benefit terms.

Amendment 639
Jean-Jacob Bicep

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

Text proposed by the Commission

- *capacity to make available* alternative clean fuels.

Amendment

- *availability of* alternative clean fuels *as soon as they are developed*.

Or. fr

Amendment 640
Marian-Jean Marinescu

Proposal for a regulation
Article 45 – paragraph 2 – point d – indent 1 a (new)

Text proposed by the Commission

Amendment

- *enable the implementation of the Single European Sky*.

Or. en

Amendment 641
Corien Wortmann-Kool

Proposal for a regulation
Article 45 a (new)

Text proposed by the Commission

Amendment

Article 45 a

3. Without prejudice to the provisions of Article 17 as regards inland waterway transport infrastructure, at the request of a Member State, exemptions from the minimum requirements may only be granted by the Commission in duly justified cases as long as the proportionality of the exemption can be demonstrated and the implementation of

the core network is ensured.

Or. en

Justification

Several bottlenecks and lack of maintenance hamper the development of an inland waterway transport core network. National exemptions and exceptions should not block the creation of a European inland waterway network. Therefore, exemptions and exceptions should only be granted in duly justified cases, continue to safeguard the implementation of the core network and not be disproportionate to the aims it pursues.

Amendment 642
Debora Serracchiani

Proposal for a regulation
Article 45 a (new)

Text proposed by the Commission

Amendment

Article 45 a

Without prejudice to the provisions of Article 17 as regards inland waterway transport infrastructure, at the request of a Member State, exemptions from the minimum requirements may only be granted by the Commission in duly justified cases as long as the proportionality of the exemption can be demonstrated and the implementation of the core network is ensured.

Or. en

Justification

Several bottlenecks and lack of maintenance hamper the development of an inland waterway transport core network. National exemptions and exceptions should not block the creation of a European inland waterway network which makes continuous navigation and the development of inland waterway transport's potential impossible. Therefore, exemptions and exceptions should only be granted in duly justified cases, continue to safeguard the implementation of the core network and not be disproportionate to the aims it pursues.

Amendment 643
Debora Serracchiani

Proposal for a regulation
Article 46 – paragraph 3

Text proposed by the Commission

Amendment

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

Or. en

Amendment 644
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 46 – paragraph 3

Text proposed by the Commission

Amendment

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

Or. en

Amendment 645
Philip Bradbourn

Proposal for a regulation
Article 46 – paragraph 3

Text proposed by the Commission

Amendment

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

3. Without prejudice to *Articles 1(4), 47(2) and (3), appropriate measures shall be taken for* the core network *to be developed by 31 December 2030.*

December 2030 at the latest.

In accordance with Article 57, the implementation of the core network shall be evaluated by the Commission by 31 December 2023.

Or. en

Amendment 646
Vicky Ford

Proposal for a regulation
Article 46 – paragraph 3

Text proposed by the Commission

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

Amendment

3. Without prejudice to Article 47(2) and (3), the Member States shall ensure the core network is completed and complies with the provisions of this Chapter by 31 December 2030, *except where both physical and financial constraints prevent it.*

Or. en

Amendment 647
Debora Serracchiani

Proposal for a regulation
Article 46 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Efforts shall be made to complete the core network and comply with the relevant provisions of this Chapter by 31 December 2030.

Or. en

Justification

The principles of subsidiary and proportionality should be adhered to in order to ensure that the EU's involvement is limited to what is necessary to achieve the implementation of the core network by 2030 or where the action of the individual Member States alone is insufficient to achieve that deadline for implementation.

Amendment 648

Nuno Teixeira

Proposal for a regulation

Article 47 – paragraph 1 – indent 1 A (new)

Text proposed by the Commission

Amendment

- maritime ports and airports which are of strategic importance for island regions and outermost regions;

Or. pt

Justification

Excluding island regions and outermost regions from the core network will create imbalances in the development of regions that are already remote from the internal market owing to their natural circumstances. As provided for in Articles 349 and 355 TFEU, specific measures and actions should be adopted for the outermost regions owing to their physical characteristics, given that maritime and airport infrastructure are their only points of access.

Amendment 649

Luis de Grandes Pascual, Inés Ayala Sender, Gabriel Mato Adrover, Eva Ortiz Vilella, Teresa Jiménez-Becerril Barrio, Pilar del Castillo Vera, Juan Fernando López Aguilar, Luis Yáñez-Barnuevo García, Carmen Romero López, Josefa Andrés Barea, Andres Perello Rodriguez

Proposal for a regulation

Article 47 – paragraph 1 – indent 1 a (new)

Text proposed by the Commission

Amendment

- major airports with more than 1% passenger air traffic within the EU.

Or. en

Justification

Major airports are key intermodal nodes fostering long-haul connectivity and linking European regions to the international traffic flows. They should be included in the core network if they comply with a certain traffic volume. In some regions the tourism flows are enormous, even if the neighbouring city is not considered a node. These airports have higher air traffic volumes than bigger cities. The stable population is low, but the average yearly population - including tourism - would qualify these cities to be considered nodes of the core network

Amendment 650

Ramon Tremosa i Balcells

Proposal for a regulation

Article 47 – paragraph 1 – indent 2

Text proposed by the Commission

– maritime ports;

Amendment

– maritime ports **and port clusters if they meet one of the following criteria:**

Or. en

Justification

The maritime ports of the core network have been identified by the Commission in accordance with the criteria set in the Commission staff working paper ‘The New Trans-European Transport Network Policy - Planning and implementation issues’ SEC(2011)101. The Commission also proposed to include ferry bridgeheads as secondary nodes. In the interest of transparency, it is recommended to make these selection criteria and the methodology used an integral part of the TEN-T guidelines.

Amendment 651

Luis de Grandes Pascual, Inés Ayala Sender, Francisco José Millán Mon, Carmen Fraga Estévez, Antolín Sánchez Presedo

Proposal for a regulation

Article 47 – paragraph 1 – indent 2

Text proposed by the Commission

– maritime ports;

Amendment

– maritime ports, **including those that are strategically important for raw materials**

and foodstuffs;

Or. es

Justification

The reference to raw materials and foodstuffs chimes with the priorities of the Europe 2020 strategy and other EU policies.

Amendment 652

Ramon Tremosa i Balcells

Proposal for a regulation

Article 47 – paragraph 1 – indent 2 a (new)

Text proposed by the Commission

Amendment

- a) Their annual volume meets the following threshold formula: (bulk tonnage port / 1 % of the total bulk tonnage of all EU seaports) + (non-bulk tonnage port / 1 % of the total non-bulk tonnage of all EU seaports) > 1. The reference amount for the total volumes is the latest available three-year average, based on the statistics published by Eurostat. Bulk cargo is understood to comprise dry and liquid cargo, including oil.

b) In insular Member States or NUTS 1 regions with access to the sea, where no ports are classified according to the above formula, as a general rule, only one seaport along each continuous coastline is classified as primary node. A second port may be classified as primary node if the corresponding hinterland covers landlocked NUTS 1 regions and the cumulative transshipment volume exceeds the threshold set out in the above formula. The size and the hinterland connectivity of the ports are taken into account when considering two ports along a continuous coastline or in an insular Member State for classification as primary nodes. Ports

on islands which are not themselves Member States do not qualify as primary nodes since their hinterland connections, if in the TEN-T at all, typically belong to the comprehensive network.

c) Seaports along core network links crossing the sea that are not primary nodes, but are bridgeheads of corresponding ferries, are included as secondary nodes.

Or. en

Justification

The maritime ports of the core network have been identified by the Commission in accordance with the criteria set in the Commission staff working paper 'The New Trans-European Transport Network Policy - Planning and implementation issues' SEC(2011)101. The Commission also proposed to include ferry bridgeheads as secondary nodes. In the interest of transparency, it is recommended to make these selection criteria and the methodology used an integral part of the TEN-T guidelines.

Amendment 653

Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation

Article 47 – paragraph 1 – indent 2 a (new)

Text proposed by the Commission

Amendment

– at least one airport for each NUTS 1 region;

Or. es

Justification

There ought to be one core network airport per NUTS 1 region. This would be consistent with the Commission's methodology for ports.

Amendment 654

Ramon Tremosa i Balcells

Proposal for a regulation
Article 47 – paragraph 2

Text proposed by the Commission

2. Maritime ports indicated in Part 2 of Annex II shall be connected with **the railway and road transport** infrastructure of the trans-European transport network by 31 December 2030 at the latest, except in duly justified cases.

Amendment

2. Maritime ports indicated in Part 2 of Annex II shall be connected with **road transport infrastructure and, where appropriate, with railway** infrastructure of the trans-European transport network by 31 December 2030 at the latest, except in duly justified cases.

Or. en

Justification

Seaports in both core and comprehensive networks should have adequate hinterland connections. This obligation should however take account of the specific type of traffic and demand in each port. Whilst all ports need road connections, similar to inland waterway connections, rail connections should only be developed where they are appropriate. For example, in the case of ro-ro ports a railway connection with the hinterland may not always make sense.

Amendment 655
James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation
Article 47 – paragraph 2

Text proposed by the Commission

2. Maritime ports **indicated** in Part 2 of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network **by 31 December 2030 at the latest**, except in **duly justified cases**.

Amendment

2. Maritime ports **set out** in Part 2 of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network **and, where possible, with the inland waterway infrastructure by 31 December 2030**, except **where physical constraints prevent it**.

Or. en

Justification

Belfast port is not connected to the rail network and there are no plans to do so. The limited infrastructure of the rail network within Northern Ireland does not lend itself to point to bulk freight distribution nor is there an existing or potential bulk freight market. Rail is not an economically viable alternative to the transport of freight by road from the port of Belfast. The compact size of the island of Ireland and the low density of economic activity away from the core network between Larne to Cork would suggest that any rail freight activity would be on a North South axis.

Amendment 656

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 47 – paragraph 2

Text proposed by the Commission

2. Maritime ports indicated in Part 2 of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2030 **at the latest**, except in duly justified cases.

Amendment

2. Maritime ports indicated in Part 2 of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2030, except in duly justified cases.

Or. en

Amendment 657

Dominique Riquet

Proposal for a regulation

Article 47 – paragraph 3

Text proposed by the Commission

3. The main airports indicated in Part 1b of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by **31 December 2050** at the latest. Taking into account potential traffic demand, such airports shall be integrated into the high speed rail network wherever possible.

Amendment

3. The main airports indicated in Part 1b of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by **31 December 2030** at the latest. Taking into account potential traffic demand, such airports shall be integrated into the high speed rail network wherever possible.

Amendment 658

James Nicholson, Diane Dodds, Martina Anderson

Proposal for a regulation

Article 47 – paragraph 3

Text proposed by the Commission

3. The main airports indicated in Part 1b of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2050 **at the latest**. Taking into account potential traffic demand, such airports shall be integrated into the high speed rail network wherever possible.

Amendment

3. The main airports indicated in Part 1b of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2050, **except where physical constraints prevent it**. Taking into account potential traffic demand, such airports shall be integrated into the high speed rail network wherever possible.

Or. en

Justification

Northern Ireland does not currently have a core airport, however this text does provide consistency with the ports text above.

Amendment 659

David-Maria Sassoli

Proposal for a regulation

Article 47 – paragraph 3

Text proposed by the Commission

3. The main airports indicated in Part 1b of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2050 at the latest. Taking into account potential traffic demand, such airports shall be integrated into the high speed rail network wherever possible.

Amendment

3. The main airports indicated in Part 1b of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2050 at the latest. Taking into account potential traffic demand, such airports shall be integrated into the high speed rail network wherever possible, **through railway lines and**

rail-based systems as a matter of priority.

Or. it

Amendment 660

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 47 – paragraph 3

Text proposed by the Commission

3. The main airports indicated in Part 1b of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2050 ***at the latest***. Taking into account potential traffic demand, such airports shall be integrated into the high speed rail network wherever possible.

Amendment

3. The main airports indicated in Part 1b of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2050. Taking into account potential traffic demand, such airports shall be integrated into the high speed rail network wherever possible.

Or. en

Amendment 661

Werner Kuhn, Hermann Winkler

Proposal for a regulation

Article 48 – paragraph 1

Text proposed by the Commission

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

Amendment

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

Amendment 662
Oldřich Vlasák

Proposal for a regulation
Article 48 – paragraph 1

Text proposed by the Commission

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

Amendment

1. ***Without prejudice to national competences of Member States, with regards to the planning of their infrastructure***, core network corridors are an instrument to facilitate the coordinated implementation of the core network. ***In order to lead to resource-efficient multimodal transport***, core network corridors shall be ***focused on:***

- ***intermodality***,
- interoperability, as well as on
- coordinated development of infrastructure ***in cross-border areas.***

Or. en

Amendment 663
Jean-Jacob Bicep

Proposal for a regulation
Article 48 – paragraph 1

Text proposed by the Commission

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

Amendment

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

Amendment 664
Silvia-Adriana Țicău

Proposal for a regulation
Article 48 – paragraph 1

Text proposed by the Commission

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

Amendment

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

Amendment 665
Jean-Jacob Bicep

Proposal for a regulation
Article 48 – paragraph 2

Text proposed by the Commission

2. Core network corridors shall provide for a coordinated approach with regard to infrastructure use and investments, so as to manage capacities in the most efficient way. Multimodal infrastructure within core network corridors shall be built and coordinated, wherever needed, in a way that optimises the use of each transport mode and their cooperation. The core network corridors shall support the comprehensive deployment of interoperable traffic management systems.

Amendment

2. Core network corridors shall provide for a coordinated approach with regard to infrastructure use and investments, so as to manage capacities in the most efficient ***and sustainable*** way. Multimodal infrastructure within core network corridors shall be built and coordinated, wherever needed, in a way that optimises the use of each transport mode and their cooperation. The core network corridors shall support the comprehensive deployment of interoperable traffic management systems.

Amendment 666
Philippe De Backer, Gesine Meissner

Proposal for a regulation
Article 48 – paragraph 2

Text proposed by the Commission

2. Core network corridors shall provide for a coordinated approach with regard to infrastructure use and investments, so as to manage capacities in the most efficient way. Multimodal infrastructure within core network corridors shall be built and coordinated, wherever needed, in a way that optimises the use of each transport mode and their cooperation. The core network corridors shall support the comprehensive deployment of interoperable traffic management systems.

Amendment

2. Core network corridors shall provide for a coordinated approach with regard to infrastructure use and investments, so as to manage capacities in the most efficient way. Multimodal infrastructure within core network corridors shall be built and coordinated, wherever needed, in a way that optimises the use of each transport mode and their cooperation. The core network corridors shall support the comprehensive deployment of interoperable traffic management systems, ***innovation and new technologies.***

Or. en

Amendment 667
Roberts Zile

Proposal for a regulation
Article 48 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. In cases when implementation of a core network project due to financial or administrative constraints notably reduces possibilities for a core network corridor project to be implemented, priority shall be given to a core network corridor project.

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 668 **Oldřich Vlasák**

Proposal for a regulation **Article 48 – paragraph 2 a (new)**

Text proposed by the Commission

Amendment

2 a. Setting up an initial list of these corridors shall not be understood as an automatic pre-requisite for support from the ERDF, Cohesion Fund or from the Connecting Europe Facility.

Or. en

Amendment 669 **Ramon Tremosa i Balcells**

Proposal for a regulation **Article 49 – paragraph 1**

Text proposed by the Commission

Amendment

1. Core network corridors consist of parts of the core network. They shall involve at least three transport modes and cross at least three Member States. They cover the most important cross-border long-distance flows in the core network.

1. Core network corridors consist of parts of the core network. They shall involve at least three transport modes and cross at least three Member States. They cover the most important cross-border long-distance flows in the core network. ***In the most crowded sections of a core network corridor, each mode of transport (preferably in rail) may include more than one line even if they are not side by side.***

Or. en

Justification

To put an example, between two nodes like Luxembourg and Lyon (Dijon-Lyon) there are two rail tracks sometimes separated by 70 km; both should be part of the same corridor, and just one track would not be sufficient for the existing and future traffic. Another example is the Rhône Valley (between the nodes of Lyon and Marseille), where there are three railway tracks and to consider just one as core network (and therefore financed out) would not be logical as there is traffic of freight and passengers for the three of them.

Amendment 670

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 49 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. In duly justified cases the core network corridor may involve only two countries.

Or. en

Justification

The requirement to involve three countries in core network corridors disqualifies countries laying on the peripheries of the European Union.

Amendment 671

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 49 – paragraph 3

Text proposed by the Commission

Amendment

3. Core network corridors ***shall*** include maritime ports ***and its accesses, except in duly justified cases.***

3. Core network corridors ***may*** include maritime ***and inland*** ports, ***airports, Motorways of the Sea, rail-road terminals and their accesses.***

Or. en

Amendment 672
Georgios Koumoutsakos, Ismail Ertug

Proposal for a regulation
Article 49 – paragraph 3

Text proposed by the Commission

3. Core network corridors shall include maritime ports and its accesses, except in duly justified cases.

Amendment

3. Core network corridors shall include maritime ports and its accesses, except in duly justified cases. ***Each corridor shall develop Motorways of the Sea wherever possible in order to achieve efficient and sustainable transport.***

Or. en

Amendment 673
Bogusław Liberadzki

Proposal for a regulation
Article 49 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. With regards to rail infrastructure, the governance structure of rail freight corridors (Regulation (EU) No 913/2010) will be fully integrated into those of the core network corridors.

Or. en

Justification

The governance structure of rail freight corridors as elaborated in Regulation EC 913/2012 should serve as a basis for the organisation of the core network corridor structures. Setting up the rail freight corridor requires significant resources in terms of costs for the rail sector. It must be avoided that these investments are duplicated when setting up core network corridors.

Amendment 674
Corien Wortmann-Kool

Proposal for a regulation
Article 49 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Core network corridors shall include the existing cooperation structure of rail freight corridors set up in accordance with Regulation (EU) No 913/2010 whose work shall be integrated into the work of the core network corridors. The alignment of rail freight corridors shall be adapted to correspond to the alignment of the core network corridors and take full account of their new multimodal dimension.

Or. en

Justification

Development of a new approach is needed which is fully in line with the new multimodal dimension of network corridors to interconnect the different transport modes.

Amendment 675
Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation
Article 49 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Railway freight corridors set up in Regulation (EU) No 913/2010 as well as the ERTMS corridors should be a part of the core network corridors.

Or. en

Amendment 676
Ramon Tremosa i Balcells

Proposal for a regulation
Article 49 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Within these core network corridors there are parts with a major socio-economic impact and a greater freight and/or passengers exchange. These parts should be fully operational before the others to reinforce European competitiveness.

Or. en

Justification

The urgent availability (including the implementation of standards) for these key parts becomes a need in order to increase competitiveness within the European continent.

Amendment 677

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 49 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Wherever appropriate, railway freight corridors set up in Regulation (EU) No 913/2010 as well as the ERTMS corridors should be a part of the core network corridors.

Or. en

Amendment 678
Michael Cramer

Proposal for a regulation
Article 49 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. Core network corridors shall be based upon existing corridors, namely ERTMS corridors and rail freight corridors established or under establishment in accordance with Regulation (EU) No 913/2010. Core network corridors may include the cooperation structures of Rail Freight Corridors. In such cases it shall be ensured that this does not negatively affect the functioning of these cooperation structures and that the Core Network Corridor is aligned on the Rail Freight Corridor concerned".

Or. en

Justification

New core network corridors shall build upon existing corridors and integrate their structures. Contradictions with legislation already in force (Regulation 913/2010/EC) must be avoided. Furthermore, agreements that have already been concluded should not be required to be renegotiated.

Amendment 679
Michael Cramer

Proposal for a regulation
Article 49 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. 'Green' corridors shall be integrated into the core network corridors.

Or. en

Amendment 680
Ramon Tremosa i Balcells

Proposal for a regulation
Article 49 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. These major parts concern two key European vectors that cover these core network corridors: the Eurasian Vector (with two different trunks) and the Western North-South Vector (with two trunks as well), as they are set out in the Annex Part 1(c) [new] to Regulation (EU) No XXX/2012 of ... [Connecting Europe Facility].

Or. en

Justification

The urgent availability (including the implementation of standards) for these key parts becomes a need in order to increase competitiveness within the European continent. Two main European Vectors can be accurately drawn from these referred major parts, demonstrating their necessity at least for freight transportation.

Amendment 681
Philip Bradbourn

Proposal for a regulation
Article 50 – paragraph 1

Text proposed by the Commission

Amendment

1. **Each** Member **State shall** participate in at least one **core** network corridor.

1. Member **States may** participate in at least one network corridor **as set out in Part I of the Annex to the Connecting Europe Facility established by Regulation (EU) No XXXX/2012.**

Or. en

Justification

Participation in the Core Corridors should be optional but not mandatory.

Amendment 682
Silvia-Adriana Țicău

Proposal for a regulation
Article 50 – paragraph 1

Text proposed by the Commission

1. Each Member State shall participate in at least *one* core network *corridor*.

Amendment

1. Each Member State shall participate in at least *two* core network *corridors in order to ensure security*.

Or. ro

Amendment 683
Vicky Ford

Proposal for a regulation
Article 50 – paragraph 2

Text proposed by the Commission

2. The list of core network corridors is set out in Annex *I to Regulation (EU) No XXX/2012 of ... [Connecting Europe Facility]*.

Amendment

2. The list of core network corridors is set out in Annex *[X] of this Regulation*.

Or. en

Amendment 684
Dieter-Lebrecht Koch

Proposal for a regulation
Article 50 – paragraph 2

Text proposed by the Commission

2. The list of core network corridors is set out in Annex I to Regulation (EU) No XXX/2012 of ... [Connecting Europe Facility].

Amendment

2. The list of core network corridors is set out in Annex I to Regulation (EU) No XXX/2012 of ... [Connecting Europe Facility]. *In addition, the general provisions laid down in Chapter 2, Section 7, particularly regarding new technologies and innovations, shall apply to all core*

network corridors and modes of transport.

Or. de

Justification

In order to attain European transport policy objectives, new technologies should also be used and scope created for innovation. This is particularly necessary in order to link the various modes of transport to one another intelligently.

Amendment 685
Bogusław Liberadzki

Proposal for a regulation
Article 50 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Based on Annex I to Regulation (EU) No XXX/2012 [Connecting Europe Facility], the core network corridors shall be illustrated by a schematic indicative map contained in Annex I of this Regulation.

Or. en

Justification

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 illustrative purpose.

This amendment is in conjunction with amendments tabled for Recital 27 and Article 54 - paragraph 3 - point c a (new).

Amendment 686
Izaskun Bilbao Barandica

Proposal for a regulation
Article 50 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Based on Annex I to Regulation (EU) No XXX/2012 [Connecting Europe Facility], the core network corridors are illustrated in maps in Annex I of this Regulation including intermodal nodes, missing links, cross -border sections

Or. en

Amendment 687

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko, Oldřich Vlasák

Proposal for a regulation

Article 51 – paragraph 1

Text proposed by the Commission

Amendment

1. In order to facilitate the coordinated implementation of core network corridors, the Commission shall designate, after consultation with the Member States concerned, and after having consulted the European Parliament, persons called ‘European Coordinator’.

1. In order to facilitate the coordinated implementation of core network corridors, the Commission shall designate, after consultation with the Member States concerned, and after having consulted the European Parliament, persons called ‘European Coordinator’.

Based on the principle of subsidiarity, the European Coordinator shall be designated only for those core network corridors which require special EC assistance in order to ensure timely implementation of the corridor.

Or. en

Justification

Limiting the EU Coordinator's involvement to a minimum which will prevent administrative burden.

Amendment 688

Jean-Jacob Bicep

PE494.842v01-00

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AM/912119EN.doc

Proposal for a regulation
Article 51 – paragraph 1

Text proposed by the Commission

1. In order to facilitate the coordinated implementation of core network corridors, the Commission shall designate, **after consultation** with the Member States concerned, and **after having consulted** the European Parliament, persons called "European Coordinator".

Amendment

1. In order to facilitate the coordinated implementation of core network corridors, the Commission shall designate, with the **agreement of the** Member States concerned and **of** the European Parliament, persons called "European Coordinator".

Or. fr

Amendment 689
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 51 – paragraph 1

Text proposed by the Commission

1. In order to facilitate the coordinated implementation of core network corridors, the Commission shall designate, after consultation with the Member States concerned, and after having consulted the European Parliament, persons called 'European Coordinator'.

Amendment

1. In order to facilitate the coordinated implementation of core network corridors, the Commission shall designate, after consultation with the Member States concerned, and after having consulted the European Parliament, persons called 'European Coordinator'.

Based on the principle of subsidiarity, the European Coordinator shall be designated only for those core network corridors which require special EC assistance in order to ensure timely implementation of the corridor.

Or. en

Amendment 690
Vicky Ford

Proposal for a regulation
Article 51 – paragraph 2

Text proposed by the Commission

2. The European Coordinator shall be chosen, in particular, on the basis of his/her experience of European institutions and knowledge of issues relating to the financing and the socio-economic and environmental evaluation of major projects.

Amendment

2. The European Coordinator shall be chosen, in particular, on the basis of his/her experience of European institutions and knowledge of issues relating to **transport and to** the financing and the socio-economic and environmental evaluation of major projects.

Or. en

Amendment 691
Jean-Jacob Bicep

Proposal for a regulation
Article 51 – paragraph 2

Text proposed by the Commission

2. The European Coordinator shall be chosen, in particular, on the basis of his/her experience **of** European **institutions** and knowledge of issues relating to the financing and the socio-economic and environmental evaluation of major projects.

Amendment

2. The European Coordinator shall be chosen, in particular, on the basis of his/her experience **at** European **level** and knowledge of issues relating to the financing and the socio-economic and environmental evaluation of major projects.

Or. fr

Amendment 692
Philip Bradbourn

Proposal for a regulation
Article 51 – paragraph 4

Text proposed by the Commission

4. The European Coordinator shall act in the name and on behalf of the Commission. The remit of the European Coordinator

Amendment

4. The European Coordinator shall act in the name and on behalf of the Commission. The remit of the European Coordinator

shall relate to a single core network corridor. The European Coordinator shall draw up together with the Member States concerned a work plan for the activities to be fulfilled.

shall relate to a single core network corridor, ***or part therein, as agreed in each case with the Member States.*** The European Coordinator shall draw up together with ***the agreement of*** the Member States concerned a work plan for the activities to be fulfilled.

Or. en

Justification

The governance and management of the Core Corridors should be optional and flexible to reflect the different needs and developments in Member States and be able to focus on contentious cross-border projects rather than an entire corridor.

Amendment 693 **Jean-Jacob Bicep**

Proposal for a regulation **Article 51 – paragraph 4**

Text proposed by the Commission

4. The European Coordinator shall act in the name and on behalf of the Commission. The remit of the European Coordinator shall relate to a single core network corridor. The European Coordinator shall draw up together with the Member States concerned a work plan for the activities to be fulfilled.

Amendment

4. The European Coordinator shall act in the name and on behalf of the Commission. The remit of the European Coordinator shall relate to a single core network corridor. The European Coordinator shall draw up together with the Member States concerned a work plan for the activities to be fulfilled, ***verifying that the requisite consultations have been held with local and regional authorities and with civil society.***

Or. fr

Amendment 694 **Izaskun Bilbao Barandica**

Proposal for a regulation **Article 51 – paragraph 5 – point a (new)**

Text proposed by the Commission

Amendment

(a a) insure that national infrastructure plans take into account the development of the corridor

Or. en

Amendment 695
Oldřich Vlasák

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

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 696
Izaskun Bilbao Barandica

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

Text proposed by the Commission

Amendment

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

(b) report to the Member States, to the Commission and, as appropriate, to all other entities directly involved in the development of the core network corridor on any difficulties encountered and contribute to finding appropriate solutions;
if the European Coordinator considers that the smooth running of a project is being seriously hampered, he or she may also alert the Commission so that it can

enforce the provisions of Article 59 as soon as possible;

Or. es

Amendment 697
Christine De Veyrac, Dominique Vlasto

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

Text proposed by the Commission

(c) draw up a report every year for the European Parliament, the Commission and the Member States concerned on the progress achieved in implementing the core network corridor;

Amendment

(c) draw up a report every year for the European Parliament, the Commission and the Member States concerned on the progress achieved in implementing the core network corridor ***and its links with other networks;***

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 698
Vicky Ford

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

Text proposed by the Commission

(d) consult, in cooperation with the Member States concerned, in particular regional ***and*** local authorities, infrastructure managers, transport operators, transport users and, as

Amendment

(d) consult, in cooperation with the Member States concerned, in particular ***municipal and local authorities, regional authorities where appropriate, local transport*** authorities, infrastructure

appropriate, other public and private entities, with a view to gaining a fuller knowledge of the demand for transport services, the possibilities of investment funding and financing and steps to be undertaken and the conditions to be met in order to facilitate access to such funding or financing.

managers, transport operators, transport users and, as appropriate, other public and private entities, with a view to gaining a fuller knowledge of the demand for transport services, the possibilities of investment funding and financing and steps to be undertaken and the conditions to be met in order to facilitate access to such funding or financing.

Or. en

Amendment 699
Antonio Cancian

Proposal for a regulation
Article 51 – paragraph 5 – point d a (new)

Text proposed by the Commission

Amendment

(da) in taking this action, have sufficient powers and resources to resolve situations with regard to which a local solution cannot be found and to work on the problems related to the different modes of transport included in the single corridor;

Or. it

Justification

The transition from priority projects to the corridor concept will clearly involve an increase in the demands on coordinators, who currently work on single infrastructure projects. The European interest should also be able to prevail where problems of a local or political nature slow down the building of infrastructure even after all the consultations required under this regulation have been carried out.

Amendment 700
Debora Serracchiani

Proposal for a regulation
Article 51 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5 a. harmonise work with Coordinators of Priority Areas of existing and future macro-regional strategies, which are specifically dedicated to the improvement of transport links, in cases where the core network corridor for which the European Coordinator is responsible forms part of the territory covered by a EU macro-regional strategy.

Or. en

Justification

In the existing EU macro-regional strategies (Danube and Baltic), priority areas have been identified with the aim to improve transport and transport infrastructure. Since the tasks of the European Coordinator and Priority Area Coordinator widely overlap, close cooperation and coordination will be strongly required for the concerned corridors.

Amendment 701
Izaskun Bilbao Barandica

Proposal for a regulation
Article 51 – paragraph 7

Text proposed by the Commission

Amendment

7. Without prejudice to the applicable procedures laid down in Union and national law, the Commission **may** request the opinion of the European Coordinator when examining applications for Union funding for core network corridors for which the European Coordinator is responsible.

7. Without prejudice to the applicable procedures laid down in Union and national law, the Commission **shall** request the opinion of the European Coordinator when examining applications for Union funding for core network corridors for which the European Coordinator is responsible **to insure the consistency and advancement of each corridor.**

Or. en

Amendment 702
Christine De Veyrac, Dominique Vlasto

Proposal for a regulation
Article 51 – paragraph 7

Text proposed by the Commission

7. Without prejudice to the applicable procedures laid down in Union and national law, the Commission may request the opinion of the European Coordinator when examining applications for Union funding for core network corridors for which the European Coordinator is responsible.

Amendment

7. Without prejudice to the applicable procedures laid down in Union and national law, the Commission may request the opinion of the European Coordinator when examining applications for Union funding for core network corridors for which the European Coordinator is responsible ***and for nodes situated close to those corridors.***

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 703
Mara Bizzotto

Proposal for a regulation
Article 51 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7a. The coordinators responsible for implementing specific ITS projects, such as ERTMS, shall remain in office for the period 2014-2020. Coordination between ERTMS activities, the relevant structures and the new multimodal corridor structures must be ensured.

Or. it

Justification

For ERTMS there is already a European Coordinator responsible for implementing the project in corridors that have already been identified. It is important to avoid any overlapping or duplication of work with already existing structures. Moreover, a single coordinator responsible for implementing ERTMS in the various corridors will be able to ensure that the system is interoperable.

Amendment 704

Ramon Tremosa i Balcells

Proposal for a regulation

Article 51 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7a. The implementation of each ITS project relating to several corridors shall be the responsibility of a coordinator whose term of office shall be from 2014 to 2020. Coordination between ITS (Intelligent Transport Systems) activities and the relevant multimodal corridor structures must be ensured.

Or. it

Justification

For each individual ITS (Intelligent Transport System) project that has to be implemented in several corridors a single coordinator should be appointed for the period 2014-2020. This will ensure the coordination of the project in the various corridors and the interoperability of the system. It is also important to avoid any overlapping or duplication of work with already existing structures.

Amendment 705

Antonio Cancian, Carlo Fidanza, David-Maria Sassoli

Proposal for a regulation

Article 51 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7a. For the implementation of each ITS project relating to several corridors – such as ERTMS – a coordinator shall be appointed. Coordination between ITS activities and the relevant multimodal corridor structures must be ensured.

Or. it

Justification

Horizontal ITS projects need a form of coordination which protects investments and ensures that the network is increasingly interoperable. A European Coordinator should therefore be provided for these projects too.

Amendment 706
Inés Ayala Sender

Proposal for a regulation
Article 51 – paragraph 7 a (new)

Text proposed by the Commission

Amendment

7a. If the Coordinator is unable to carry out his or her mandate satisfactorily and in line with the requirements laid down in this Article, the Commission may at any time withdraw the appointment and appoint a replacement.

Or. es

Justification

Given the shortcomings of past coordinator appointment decisions where coordinator replacements were concerned, and in the interests of improved efficiency and good governance, an explicit reference needs to be made to the possibility of replacing a coordinator.

Amendment 707
Ramon Tremosa i Balcells

Proposal for a regulation
Article 51 – paragraph 7 b (new)

Text proposed by the Commission

Amendment

7b. The implementation of ERTMS shall be the responsibility of a single coordinator whose term of office shall be from 2014 to 2020. Coordination between ERTMS activities and the relevant multimodal corridor structures must be ensured.

Or. it

Justification

For ERTMS a single coordinator should be appointed also for the period 2014-2020. This will ensure the coordination of the project in the various corridors and the interoperability of the system. It is also important to avoid any overlapping or duplication of work with already existing structures.

Amendment 708
Philip Bradbourn

Proposal for a regulation
Article 52 – paragraph 1

Text proposed by the Commission

Amendment

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

deleted

Or. en

Amendment 709
Oldřich Vlasák, Roberts Zile

Proposal for a regulation
Article 52 – paragraph 1

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 710
Bogusław Liberadzki

Proposal for a regulation
Article 52 – paragraph 2

Text proposed by the Commission

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

Amendment

2. The corridor platform shall be composed of the representatives of the Member States concerned and the relevant infrastructure managers as defined in Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure shall participate in the corridor platform. ***As appropriate, the interests of the infrastructure users shall be taken into account.***

Or. en

Justification

The deletion of the wording "other public and private entities" is mandatory in order to avoid confusion: there could be a number of interpretations about what public and private entities are. However, the interests of the railway undertakings as users of the infrastructure shall be taken into account. This includes not only the incumbent but also new entrants.

Amendment 711 **Debora Serracchiani**

Proposal for a regulation **Article 52 – paragraph 2**

Text proposed by the Commission

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

Amendment

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

Or. en

Justification

There could be a number of interpretations about what public and private entities are. It is necessary to make it clearer and highlight the importance of integrating IMs into the governance structure of the corridor platforms.

Amendment 712 **Dominique Riquet**

Proposal for a regulation **Article 52 – paragraph 2**

Text proposed by the Commission

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

Amendment

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

Or. fr

Amendment 713

Vicky Ford

**Proposal for a regulation
Article 52 – paragraph 2**

Text proposed by the Commission

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

Amendment

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

Amendment 714
Nuno Teixeira

Proposal for a regulation
Article 52 – paragraph 2

Text proposed by the Commission

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

Amendment

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

Or. pt

Justification

As essential co-funders of the transport networks, the regions should automatically be included in the platforms set up to manage the core network corridor.

Amendment 715
Ramon Tremosa i Balcells

Proposal for a regulation
Article 52 – paragraph 2

Text proposed by the Commission

2. The corridor platform shall be composed of the representatives of the Member States concerned and, **as appropriate**, other public and private entities. In any case, the relevant infrastructure managers as defined in Directive 2001/14/EC of the European Parliament and of the Council of 26

Amendment

2. The corridor platform shall be composed of the representatives of the Member States concerned and, **in principle**, other public and private entities **such as the regional and local authorities concerned**. In any case, the relevant infrastructure managers as defined in Directive 2001/14/EC of the

February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure shall participate in the corridor platform.

European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure, *as well as railway undertakings as users of the corridors, representatives of port authorities of the sea and inland ports which are concerned by the corridor*, shall participate in the corridor platform.

The rail freight corridors set up under Regulation (EU) No 913/2010 shall be the basis for the rail dimension of the corridor platform, as appropriate.

Or. en

Justification

It is necessary to include regional and local authorities in the corridor platform because they are directly concerned, as well as the relevant port authorities of the sea, and inland ports. The same goes for railway undertakings, which, as users of the corridors and as is the case in Regulation 913/2010, should be closely associated with the governance of the core network corridors. The governance structure of rail freight corridors as elaborated in Regulation 913/2010 should serve as a basis for the organisation of the core network corridor structures.

Amendment 716 **Oldřich Vlasák, Roberts Zile**

Proposal for a regulation **Article 52 – paragraph 2**

Text proposed by the Commission

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

Amendment

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

corridor platform.

infrastructure shall participate in the
corridor platform.

Or. en

Amendment 717
Izaskun Bilbao Barandica

Proposal for a regulation
Article 52 – paragraph 2

Text proposed by the Commission

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

Amendment

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

Or. es

Amendment 718
Ramon Tremosa i Balcells

Proposal for a regulation
Article 52 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. In order to avoid any duplication of activity, adequate coordination must be ensured between the corridor platforms and the structures provided for in Regulation (EU) No 913/2010.

Or. it

Justification

For the railway sector, consideration should be given to the fact that other corridor structures are already provided for in other regulations (see Freight Regulation (EU) No 913/2010). Overlapping with, or duplication of, provisions laid down in other legislation should be avoided.

Amendment 719
Mara Bizzotto

Proposal for a regulation
Article 52 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. In order to avoid any duplication of activity, adequate coordination must be ensured between the corridor platforms and the structures provided for in Regulation (EU) No 913/2010.

Or. it

Justification

For the railway sector, consideration should be given to the fact that other corridor structures are already provided for in other regulations (see Freight Regulation (EU) No 913/2010). Overlapping with, or duplication of, provisions laid down in other legislation should be avoided.

Amendment 720
Philip Bradbourn

Proposal for a regulation
Article 53 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

1. For each core network corridor, the Member States concerned, in cooperation with the corridor platform, shall jointly draw up and notify to the Commission a corridor development plan within six months after entry into force of this

1. The European Coordinator shall, within one year of the entry into force of this Regulation, submit a work plan analysing the development of the corridor, or part thereof, to the Member States concerned. After approval of the Member

Regulation. This plan shall include in particular:

States concerned, the work plan shall be submitted for information to the European Parliament, the Council and the Commission.

Or. en

**Amendment 721
Izaskun Bilbao Barandica**

**Proposal for a regulation
Article 53 – paragraph 1 – introductory part**

Text proposed by the Commission

1. For each core network corridor, the Member States concerned, in cooperation with the corridor platform, shall jointly draw up and notify to the Commission a corridor development plan within six months after entry into force of this Regulation. This plan shall include in particular:

Amendment

1. For each core network corridor, the Member States **and regional authorities** concerned, in cooperation with the corridor platform, shall jointly draw up and notify to the Commission a corridor development plan within six months after entry into force of this Regulation. This plan shall include in particular:

Or. es

**Amendment 722
Debora Serracchiani**

**Proposal for a regulation
Article 53 – paragraph 1 – point a**

Text proposed by the Commission

(a) a description of the characteristics of the core network corridor, including bottlenecks;

Amendment

(a) a description of the characteristics of the core network corridor, including bottlenecks **and disconnections from adjacent corridors**;

Or. it

Justification

In drawing up the Corridor Development Plan, the description of the characteristics of each corridor must be accompanied by an analysis of the location of that corridor with regard to its interconnection with adjacent corridors. To reduce remoteness, increase cohesion and encourage development there should be no disconnections in links between macro-regions. The Baltic-Adriatic corridor, in stopping at Ravenna, would be disconnected from Corridor 5 which, according to the new routes, would only include the cross-country Naples-Bari railway line.

Amendment 723

Izaskun Bilbao Barandica

Proposal for a regulation

Article 53 – paragraph 1 – point a

Text proposed by the Commission

(a) a description of the characteristics of the core network corridor, including bottlenecks;

Amendment

(a) a description of the characteristics of the core network corridor, including ***cross-border sections and*** bottlenecks;

Or. es

Amendment 724

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko

Proposal for a regulation

Article 53 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(a a) The corridor development plan shall take into account the efforts already made by the Member States and the relevant infrastructure managers in implementing Regulation (EU) No 913/2010 as well as the experiences and results of the existing rail freight corridor companies or the entities concerned.

Or. en

Justification

In some Member States rail freight corridor companies do not exist so it is important to take other entities into account that might provide relevant expertise.

Amendment 725

Christine De Veyrac, Dominique Vlasto

Proposal for a regulation

Article 53 – paragraph 1 – point c

Text proposed by the Commission

(c) the programme of measures necessary for developing the core network corridor;

Amendment

(c) the programme of measures necessary for developing the core network corridor **and its interconnections with other corridors**;

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 726

Jean-Jacob Bicep

Proposal for a regulation

Article 53 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) a socio-economic cost-benefit analysis as defined in Article 3(ra);

Or. fr

Amendment 727
Michael Cramer

Proposal for a regulation
Article 53 – paragraph 1 – point e – indent 4

Text proposed by the Commission

– risk assessment, including the possible impacts of climate change on the infrastructure and where appropriate proposed measures to enhance climate resilience;

Amendment

– risk assessment, including the possible impacts of climate change on the infrastructure and where appropriate proposed measures to enhance climate resilience, ***while fully taking into account Strategic Environmental Assessments and Environmental Impact Assessments at corridor level;***

Or. en

Amendment 728
Jean-Jacob Bicep

Proposal for a regulation
Article 53 – paragraph 1 – point e – indent 5

Text proposed by the Commission

- measures to be taken in order to mitigate ***greenhouse gas emissions;***

Amendment

- measures to be taken in order to mitigate ***environmental impacts;***

Or. fr

Amendment 729
Inés Ayala Sender

Proposal for a regulation
Article 53 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) measures to establish public consultation procedures geared towards the development of corridor projects of common interest, particularly when they

affect cross-border sections. The Coordinator shall ensure that an extensive public consultation takes place well in advance with all stakeholders and civil society. He or she shall also ensure that measures to identify problems, if there are any, should be drawn up, and propose ways of developing the corridor plan and implementing it in a balanced manner.

Or. es

Justification

In the past, some projects were delayed or opposed because they had not been subject to an extensive public consultation and information procedure. Persons employed in the new corridor coordinator role should therefore work to promote broad consultation of civil society and, on the basis of their cross-border perspective, seek to overcome obstacles to the development of projects of common interest.

Amendment 730
Debora Serracchiani

Proposal for a regulation
Article 53 – paragraph 1 – point f – indent 2

Text proposed by the Commission

the related financial plan, with the various sources envisaged for funding and financing, at international, national, regional, local and Union level, **including, whenever possible**, earmarked cross-financing systems **as well as** private capital, together with the amount of commitments already made and, where applicable, reference to the contribution of the Union envisaged under the Union's financial programmes.

Amendment

the related financial plan, with the various sources envisaged for funding and financing, at international, national, regional, local and Union level, **encouraging** earmarked cross-financing systems, **in particular those deriving from public motorway concessions and including** private capital, **where possible**, together with the amount of commitments already made and, where applicable, reference to the contribution of the Union envisaged under the Union's financial programmes.

Or. it

Justification

Against a background of economic crisis and difficulty in identifying sources of funding, the instrument of cross-financing should be strengthened. This would enable secure resources to be found through public motorway concessions and would enable the trans-European core network transport infrastructure to be completed within the scheduled time frame.

Amendment 731

Herbert Dorfmann

Proposal for a regulation

Article 53 – paragraph 1 – point f – indent 2

Text proposed by the Commission

the related financial plan, with the various sources envisaged for funding and financing, at international, national, regional, local and Union level, **including, whenever possible**, earmarked cross-financing systems as well as private capital, together with the amount of commitments already made and, where applicable, reference to the contribution of the Union envisaged under the Union's financial programmes.

Amendment

the related financial plan, with the various sources envisaged for funding and financing, at international, national, regional, local and Union level, **encouraging** earmarked cross-financing systems, **in particular those deriving from public motorway concessions and including** private capital, **where possible**, together with the amount of commitments already made and, where applicable, reference to the contribution of the Union envisaged under the Union's financial programmes.

Or. it

Justification

Against a background of economic crisis and difficulty in identifying sources of funding, the instrument of cross-financing should be strengthened. This would enable secure resources to be found through public motorway concessions and would enable the trans-European core network transport infrastructure to be completed within the scheduled time frame.

Amendment 732

Oldřich Vlasák, Tomasz Piotr Poręba

Proposal for a regulation

Article 53 – paragraph 3

Text proposed by the Commission

Amendment

3. In order to support the implementation of the core network corridors, the Commission may adopt implementing decisions for core network corridors. These decisions may: *deleted*

(a) include the investment planning, the related costs and implementation timeline, estimated as necessary to implement the core network corridors in line with the objectives of this Regulation;

(b) define all measures aimed at reducing external costs, in particular greenhouse gas emissions and noise, and aimed at promoting the introduction of new technologies in traffic and capacity management;

(c) provide for other measures which are necessary for the implementation of the corridor development plan and for the efficient use of the core network corridor infrastructure.

Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 55(2).

Or. en

Amendment 733

Christine De Veyrac, Dominique Vlasto

Proposal for a regulation

Article 53 – paragraph 3 – subparagraph 1 – introductory part

Text proposed by the Commission

Amendment

In order to support the implementation of the core network corridors, the Commission may adopt implementing decisions for core network **corridors**. These decisions may:

In order to support the implementation of the core network corridors **and their interconnections with other corridors**, the Commission may adopt implementing decisions for **the** core network. These decisions may:

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 734

Artur Zasada, Bogdan Kazimierz Marcinkiewicz, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 53 – paragraph 3 – subparagraph 1 – introductory part

Text proposed by the Commission

Amendment

In order to support the implementation of the core network corridors, the Commission may adopt implementing decisions for core network corridors. These decisions may:

The European Coordinator shall support Member States in implementing the work plan, in particular with regards to:

Or. en

Amendment 735

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 53 – paragraph 3 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(b) *define all* measures aimed at *reducing external costs, in particular greenhouse gas emissions and noise, and aimed at promoting the introduction of new technologies in traffic and capacity management;*

(b) *defining* measures aimed at *promoting the introduction of new technologies in traffic and capacity management and, where appropriate, reducing external costs, in particular greenhouse gas emissions and noise;*

Or. en

Amendment 736
Vicky Ford

Proposal for a regulation
Article 53 – paragraph 3 – subparagraph 1 – point c

Text proposed by the Commission

Amendment

(c) provide for other measures which are necessary for the implementation of the corridor development plan and for the efficient use of the core network corridor infrastructure. **deleted**

Or. en

Amendment 737
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 53 – paragraph 3 – subparagraph 1 – point c

Text proposed by the Commission

Amendment

(c) provide for other measures which are necessary for the implementation of the corridor development plan and for the efficient use of the core network corridor infrastructure. **deleted**

Or. en

Amendment 738
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 53 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Amendment

Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 55(2). **deleted**

Amendment 739
Ramon Tremosa i Balcells

Proposal for a regulation
Article 53 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Where sections of the corridor coincide with the corridors under Regulation (EU) No 913/2010, the development plan and market study already provided for in that Regulation shall be taken into consideration in the drawing up of the corridor development plan.

Or. it

Justification

The aim is the same as that of the previous amendment, i.e. to avoid duplication with work already done under Freight Regulation (EU) No 913/2010.

Amendment 740
Mara Bizzotto

Proposal for a regulation
Article 53 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Where sections of the corridor coincide with the corridors under Regulation (EU) No 913/2010, the development plan and market study already provided for in that Regulation shall be taken into consideration in the drawing up of the corridor development plan.

Justification

The aim is the same as that of the previous amendment to Article 52(5), i.e. to avoid duplication with work already done under Freight Regulation (EU) No 913/2010.

Amendment 741
Dominique Riquet

Proposal for a regulation
Article 54 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Member States shall inform the Commission continuously through the interactive geographical and technical information system for the trans-European transport network (TENtec), about the progress made in implementing projects of common interest and the investments made for this purpose.

Amendment

Member States shall inform the Commission continuously through the interactive geographical and technical information system for the trans-European transport network (TENtec), about the progress made in implementing projects of common interest and the investments made for this purpose. ***This information shall include detailed statistics concerning any relevant financial aid, in the form of subsidies, loans or other financial instruments, used for each project of common interest and for each transport mode.***

Amendment 742
Izaskun Bilbao Barandica

Proposal for a regulation
Article 54 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Member States shall inform the Commission continuously through the interactive geographical and technical information system for the trans-European transport network (TENtec), about the progress made in implementing projects of

Amendment

Member States shall inform the Commission continuously ***and entirely transparently*** through the interactive geographical and technical information system for the trans-European transport network (TENtec), about the ***performance***

common interest and the investments made for this purpose.

*of the programme contract, including progress made in implementing projects of common interest and the investments made for this purpose. **This must include detailed statistics 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 in both the core and comprehensive networks at European level and from the respective Member States and regions. The forms of financial aid that shall be taken into account in this report are:***

- the financial aid referred to in Regulation XXXX [‘Connecting Europe’ Facility];*
- the financial aid referred to in Regulations XXXX and XXXX [Cohesion Fund, ERDF];*
- the financial aid referred to in Regulation XXXX [Horizon 2020];*
- financial aid in the form of loans and financial instruments provided by the European Investment Bank;*
- any other resources.*

Or. es

Amendment 743
Michael Cramer

Proposal for a regulation
Article 54 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Member States shall inform the Commission continuously through the interactive geographical and technical information system for the trans-European transport network (TENtec), about the progress made in implementing projects of common interest and the investments made

Amendment

Member States shall inform the Commission continuously through the interactive geographical and technical information system for the trans-European transport network (TENtec), about the progress made in implementing projects of common interest and the investments made

for this purpose.

for this purpose. ***The TENtec shall be publicly and easily accessible. It shall contain project-specific and updated information on the forms and amounts of EU co-funding, as well as on the progress of each project.***

Or. en

Justification

Transparency on the use of EU resources and on their effects is crucial.

Amendment 744
Izaskun Bilbao Barandica

Proposal for a regulation
Article 54 – paragraph 2

Text proposed by the Commission

2. Every ***two years*** starting from the entry into force of this Regulation and after consultation of the Committee referred to in Article 54, the Commission shall publish a progress report on the implementation of the guidelines, which shall be submitted to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions.

Amendment

2. Every ***year*** starting from the entry into force of this Regulation and after consultation of the Committee referred to in Article 54, the Commission shall publish a progress report on the implementation of the guidelines, which shall be submitted to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions.

Or. es

Amendment 745
Peter van Dalen

Proposal for a regulation
Article 54 – paragraph 2 – point a (new)

Text proposed by the Commission

Amendment

(a) By 1 December 2013, the European Commission shall present a detailed

concept for the inclusion of pipeline infrastructure into the core TEN-T network, taking into account the crucial role of pipelines in interconnecting the major European (petro-)chemical clusters and their contribution to seamless and sustainable mobility of goods in the EU. This concept shall include the infrastructure components, transport infrastructure requirements and framework for priority infrastructure development of pipelines. It will also identify pipeline projects and main connections to be developed within the TEN-T core network.

Or. en

Justification

Pipeline infrastructure that connects the main industrial and petrochemical complexes in Europe is a crucial element of the TEN-T. While pipelines for gas, CO2 and to a lesser extent oil are incorporated in the proposal for the new TEN-E Guidelines, the importance of transport pipelines for the petrochemical and bio-based industry is not represented within the TEN and CEF proposals. The further development of an international network of pipelines contributes to many of the main priorities and goals set out in the TEN-T Guidelines proposal.

Amendment 746

Bogdan Kazimierz Marcinkiewicz, Ryszard Antoni Legutko, Oldřich Vlasák

Proposal for a regulation

Article 54 – paragraph 3 – subparagraph 1 – introductory part

Text proposed by the Commission

The Commission shall be empowered to adopt delegated acts in accordance with Article 56 concerning the adaptation of Annexes I, II and III to take account of possible changes resulting from the quantitative thresholds laid down in Articles 16, 24, 29 and 33. When adapting the Annexes, the Commission shall:

Amendment

The Commission shall be empowered to adopt delegated acts in accordance with Article 56 concerning the adaptation of Annexes I, II and III to take account of possible changes resulting from the quantitative thresholds laid down in Articles 16, 24, 29 and 33 ***after prior consultations and with the approval of the Member States concerned.*** When adapting

the Annexes, the Commission shall:

Or. en

Amendment 747

Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Article 54 – paragraph 3 – subparagraph 1 – introductory part

Text proposed by the Commission

The Commission shall be empowered to adopt delegated acts in accordance with Article 56 concerning the adaptation of **Annexes I, II and III** to take account of possible changes resulting from the quantitative thresholds laid down in Articles 16, 24, 29 and 33. When adapting the **Annexes**, the Commission shall:

Amendment

Subject to the second paragraph of Article 172 TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 56 concerning the adaptation of **Annex I** to take account of possible changes resulting from the quantitative thresholds laid down in Articles 16, 24, 29 and 33. When adapting the **Annex**, the Commission shall:

Or. en

Amendment 748

Bogusław Liberadzki

Proposal for a regulation

Article 54 – paragraph 3 – subparagraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) adjust the schematic indicative map for the core network corridors whenever the list of core network corridors set out Annex I to Regulation (EU) No XXXX/2012 [Connecting Europe Facility] is changed.

Or. en

Justification

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 illustrative purpose.

This amendment is in conjunction with amendments tabled for Recital 27 and Article 54 - paragraph 3 - point c a (new).

Amendment 749 **Izaskun Bilbao Barandica**

Proposal for a regulation **Article 54 a (new)**

Text proposed by the Commission

Amendment

Article 54a

Methodologies for socio-economic cost-benefit analysis, European added value and climate impact assessment

Based on the definitions in Article 3 the Commission shall develop methodologies for:

- a socio-economic cost-benefit analysis;***
- European added value assessments;***
- environmental and climate impact assessments.***

These methodologies shall be used for the assessment of projects of common interest as set out in Article 7.

These methodologies shall be adopted by means of delegated acts by 31 January 2014 at the latest in accordance with the procedure laid down in Article 56.

Or. es

Amendment 750 **Silvia-Adriana Țicău**

Proposal for a regulation
Article 54 a (new)

Text proposed by the Commission

Amendment

Article 54a

***Involvement of regional and local
authorities and civil society***

***Member States shall ensure that the
interests of regional and local authorities
and of local civil society affected by a
project of common interest are
appropriately taken into account in the
planning and construction phase of a
project. By 1 December 2013, the
Commission shall present guidelines and
a best practice manual for this purpose.***

Or. ro

Amendment 751
Spyros Danellis

Proposal for a regulation
Article 54 a (new)

Text proposed by the Commission

Amendment

Article 54 a

***Methodologies for socio-economic cost-
benefit analysis, European added value
and climate impact assessment***

***Based on the definitions in Article 3, the
Commission shall develop detailed
methodologies for:***

- a socio-economic cost-benefit analysis;***
- the assessment of the European added
value;***
- climate impact assessments.***

***Those methodologies shall be used for the
assessment of projects of common interest
as set out in Article 7. The Commission
shall give particular attention to***

minimising the administrative burden that the expanded assessment process may present, in particular to smaller projects with low estimated total budgets.

Those methodologies shall be adopted by delegated acts by no later than 31 January 2014 in accordance with the procedure laid down in Article 56.

Or. en

Justification

New requirements like the Climate Impact Assessment should aim to serve their purpose without unduly complicating the administrative procedures that for smaller projects and for a number of Member States can present difficulties.

Amendment 752
Izaskun Bilbao Barandica

Proposal for a regulation
Article 54 b (new)

Text proposed by the Commission

Amendment

Article 54b

Involvement of regional and local authorities and civil society

Member States shall ensure that the regional and local authorities and local civil society affected by a project of common interest participate in the planning and construction phase of a project. By 1 December 2013 at the latest, the Commission shall present guidelines and a best practice manual for this purpose.

Or. es

Amendment 753
Silvia-Adriana Țicău

Proposal for a regulation
Article 56 – paragraph 2

Text proposed by the Commission

2. The power to adopt delegated acts referred to in Article 54(3) shall be conferred on the Commission for ***an unlimited*** period from [date of entry into force of the Regulation].

Amendment

2. The power to adopt delegated acts referred to in Article 54(3) shall be conferred on the Commission for ***a period of seven years*** from [date of entry into force of the Regulation].

The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the seven-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

Or. ro

Amendment 754
Ramon Tremosa i Balcells

Proposal for a regulation
Article 56 – paragraph 4

Text proposed by the Commission

4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

Amendment

4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council, ***as well as to stakeholders of connecting modes, such as infrastructure managers and operators.***

Or. en

Justification

Amending the annexes will result in the inclusion or exclusion of parts of the TEN-T network. This will have an impact of connecting modes, such as rail and road. These affected modes should be informed and consulted about changes to the annexes within an appropriate time

frame.

Amendment 755

Vicky Ford

Proposal for a regulation

Article 57 – paragraph 1

Text proposed by the Commission

By 31 December **2023** at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation.

Amendment

By 31 December **2020** at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation.

Or. en

Amendment 756

Michael Cramer

Proposal for a regulation

Article 57 – paragraph 1

Text proposed by the Commission

By 31 December **2023** at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation.

Amendment

By 31 December **2018** at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation.

Or. en

Amendment 757

Luis de Grandes Pascual, Inés Ayala Sender

Proposal for a regulation

Article 57 – paragraph 1

Text proposed by the Commission

By 31 December 2023 at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation.

Amendment

By 31 December 2023 at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation. ***Along with the review, the Commission shall also bring forward a proposal to include the priority projects listed in Decision No 661/2010 on the TEN-T guidelines, studies on which are still ongoing or have been finalised.***

Or. es

Justification

Some of the priority projects referred to in Decision No 661/2010 on the TEN-Ts have still not been included in the core network mentioned in the Commission proposal, in some cases because they are technically complex and cross-border in nature. This has resulted in delays in the studies concerned and in the preparations for the work, although they have been included in Regulation (EU) No 913/2011. Once the preparatory studies for these TEN-T funded projects are completed, they therefore ought to be included in the review of the regulation.

Amendment 758
Izaskun Bilbao Barandica

Proposal for a regulation
Article 57 – paragraph 1

Text proposed by the Commission

By 31 December **2023** at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation.

Amendment

Each year, with the assistance of the corridor coordinators, the Commission shall analyse:

(a) compliance with the programme contracts

(b) the state of play as regards each of the projects

By 31 December **2020** at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation:

(a) compliance with the provisions laid down in this Regulation;

(b) progress in implementation;

(c) changes in passenger and freight traffic flows;

(d) the potential need for changes to be made to this Regulation.

Or. es

Amendment 759
Oldřich Vlasák

Proposal for a regulation
Article 57 – paragraph 1

Text proposed by the Commission

By 31 December 2023 at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation.

Amendment

By 31 December 2023 at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation. ***At the request of a Member State, this review, which may also include possible extension of the core TEN-T network, may be conducted sooner, namely immediately after receipt of such a request.***

Or. cs

Amendment 760
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 57 – paragraph 1

Text proposed by the Commission

By 31 December 2023 **at the latest**, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation.

Amendment

By 31 December 2023, the Commission shall carry out a review of the implementation of the core network, **in consultation with the Member States**, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation.

Or. en

Amendment 761
Olga Sehnalová, Libor Rouček

Proposal for a regulation
Article 57 – paragraph 1

Text proposed by the Commission

By 31 December 2023 at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation.

Amendment

By 31 December 2023 at the latest, the Commission shall carry out a review of the implementation of the core network, evaluating compliance with the provisions laid down in this Regulation and the progress in implementation. **At the duly justified request of two or more Member States concerned, a partial review, including a change to or an extension of the core TEN-T network in accordance with the appropriate methodology, may be carried out by the Commission within three months of receipt of such a request.**

Or. cs

Justification

The purpose of a partial review by the Commission should be to assess a cross-border request for change to or extension of the TEN-T network in conjunction with the revision of the priorities of the Member States concerned. The time limit of three months should be sufficient to allow such a partial review to be conducted.

Amendment 762
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 57 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

When carrying out this review, the Commission shall evaluate whether the core network as foreseen in this Regulation can comply with the provisions of Chapter III by 2030 while taking into account the economic and budgetary situation in the Union and in individual Member States. The Commission shall also evaluate, in consultation with the Member States, whether the core network should be modified taking into account the developments in transport flows and national investment planning. If necessary, the Commission may submit a proposal for modification of this Regulation. 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 763
Artur Zasada, Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Article 57 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

Within that proposal, the Commission may also specify the date for completion of the comprehensive network as laid down in Article 9(3).

Amendment 764
Ramon Tremosa i Balcells

Proposal for a regulation
Article 59 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. In order to meet the deadlines for completing the core and comprehensive networks by 2030 and 2050 respectively, national governments shall make efforts to speed up the permitting and construction processes of rail infrastructure projects whilst ensuring that affected local and regional stakeholders are consulted.

Or. en

Justification

Permitting and construction processes of rail infrastructure projects generally include a public consultation, a tendering process, and an evaluation and approval process, and can last as long as several decades. To complete the core network by 2030, it is therefore important to speed up this process. At the same time, it is crucial that local and regional stakeholders are involved in the process.