



2016/2327(INI)

23.5.2017

AMENDMENTS

234 - 479

Draft report
Bas Eickhout
(PE602.934v01-00)

A European Strategy for Low-Emission Mobility
(2016/2327(INI))

Amendment 234
Jill Seymour

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Concurs with the Commission that food-based biofuels have a limited role in decarbonising the transport sector and agrees with the state aid guidelines that food-based biofuels should not receive public support after 2020;

Amendment

deleted

Or. en

Amendment 235
Andor Deli

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Concurs with the Commission that food-based biofuels have a limited role in decarbonising the transport sector and agrees with the state aid guidelines that food-based biofuels should not receive public support after 2020;

Amendment

16. Concurs with the Commission that food-based biofuels have a limited role in decarbonising the transport sector and agrees with the state aid guidelines that food-based biofuels should not receive public support after 2020, ***however is of the opinion, that economic operators that have invested in conventional biofuel technologies should be assisted in shifting their production towards advanced biofuels;***

Or. en

Amendment 236
Henna Virkkunen

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Concurs with the Commission that food-based biofuels have a limited role in decarbonising the transport sector **and agrees with the state aid guidelines that food-based biofuels should not receive public support after 2020;**

Amendment

16. Concurs with the Commission that food-based biofuels have a limited role in decarbonising the transport sector;

Or. en

Amendment 237

Massimiliano Salini, Salvatore Domenico Pogliese, Alberto Cirio

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Concurs with the Commission that food-based biofuels have a limited role in decarbonising the transport sector and **agrees with the state aid guidelines that food-based biofuels should not receive public support after 2020;**

Amendment

16. Concurs with the Commission that **some** food-based biofuels have a limited role in decarbonising the transport sector and **calls for a legislative framework for sustainable biofuels that incentivizes greenhouse gas emissions savings and reduces the risk of Indirect Land Use Change (ILUC);**

Or. en

Amendment 238

Marie-Christine Arnautu

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Concurs with the Commission that food-based biofuels have a **limited** role in decarbonising the transport sector and

Amendment

16. Concurs with the Commission that food-based biofuels have a **negative** role in decarbonising the transport sector **and in**

agrees with the state aid guidelines that food-based biofuels should not receive public support after 2020;

air and soil pollution, and agrees with the state aid guidelines that food-based biofuels should not receive public support after 2020;

Or. fr

Amendment 239

Massimiliano Salini, Salvatore Domenico Pogliese

Motion for a resolution

Paragraph 17

Motion for a resolution

Amendment

17. Welcomes the Commission's intention to phase-out food based biofuels;

deleted

Or. en

Amendment 240

Karoline Graswander-Hainz, Miltiadis Kyrkos

Motion for a resolution

Paragraph 17

Motion for a resolution

Amendment

17. Welcomes the Commission's intention to phase-out food based biofuels;

17. Welcomes *development and research towards advanced biofuels that do not come from agricultural products or land use that impinge on food production; also emphasises the need of a smooth transition to account for previous investments and job and income security in the sector*

Or. en

Amendment 241

Marie-Christine Arnautu

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Welcomes the Commission's intention to phase-out food based biofuels;

Amendment

17. Welcomes the Commission's intention to phase-out food based biofuels, ***contrary to what has been called for by most European 'environmental' parties for almost 20 years;***

Or. fr

Amendment 242
Jill Seymour

Motion for a resolution
Paragraph 17

Motion for a resolution

17. ***Welcomes*** the Commission's intention to phase-out food based biofuels;

Amendment

17. ***Notes*** the Commission's intention to phase-out food based biofuels;

Or. en

Amendment 243
Michael Cramer, Keith Taylor, Bas Eickhout, Karima Delli

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Urges the Commission not to give financial support for fossil-fuel related infrastructure investments when there is a risk of carbon lock-in hindering the uptake of low-carbon alternatives. Notes in this regard the high chance of stranded assets if public money is used to subsidise LNG bunkering infrastructure, as LNG, another fossil fuel, will not deliver decarbonisation for the shipping sector needed to achieve 1.5/2C global target;

Amendment 244

Kateřina Konečná, Merja Kyllönen

Motion for a resolution

Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Calls on the Commission to take immediate measures to phase vegetable oils including palm oil as a component of biofuels, that drive deforestation and increase competition for land for the production of food and feed, put at risk our ecosystems or do not significantly reduce greenhouse gas emissions, as soon as possible but at latest by 2020

Or. en

Amendment 245

Karoline Graswander-Hainz, Miltiadis Kyrkos, Ismail Ertug, Christine Revault D'Allonnes Bonnefoy, Olga Sehnalová

Motion for a resolution

Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Notes that the EU approach to sustainable energy should be technology neutral and the goal of EU sustainability policies should focus on reducing climate- and health-damaging emissions

Or. en

Amendment 246

Merja Kyllönen, Kateřina Konečná

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *Calls for the contribution of transport fuels from palm oil and its derivatives to the share of renewables in transport to be limited until global peatland conversion is halted.*

Or. en

Amendment 247
Wim van de Camp, Henna Virkkunen

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *Encourages the Commission to develop objective criteria for the recognition of advanced biofuels to stimulate innovation and the market uptake;*

Or. en

Amendment 248
Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz, Isabella De Monte

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *asks the Commission to fully use the potential of the Joint Research Centre (JRC) to conduct research in clean energy for transports ;*

Or. en

Amendment 249

Christine Revault D'Allonnes Bonnefoy, Ismail Ertug, Karoline Graswander-Hainz, Isabella De Monte

Motion for a resolution

Paragraph 17 b (new)

Motion for a resolution

Amendment

17b. welcomes the support in Horizon 2020 for Research, Development and Innovation in the matters of clean transports and sustainable energy, and asks for this support to be pursued in the next MFF ;

Or. en

Amendment 250

Jacqueline Foster, Evžen Tošenovský, Roberts Zile

Motion for a resolution

Paragraph 18

Motion for a resolution

Amendment

18. Urges the Commission and the Member States to limit European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action;

deleted

Or. en

Amendment 251

Merja Kyllönen, Kateřina Konečná

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to limit European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action;

Amendment

18. Urges the Commission and the Member States to limit European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action; ***recalls, therefore, the immediate need to renew the criteria of allocation of different EU funds to foster the decarbonisation and energy-efficiency measures to guarantee that EU funding will not be allocated to projects which are not compliant with CO2 reduction targets and policies; asks the Commission to establish a fostered and transparent methodology for evaluation of the environmental performance of the applications.***

Or. en

Amendment 252

Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Ismail Ertug, Christine Revault D'Allonnes Bonnefoy, Knut Fleckenstein, Nicola Caputo

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to ***limit*** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) ***financing to initiatives that contribute to climate action;***

Amendment

18. Urges the Commission and the Member States to ***encourage the financing of transport initiatives that contribute to climate action, sustainability of transport and/or public health in their future investment policies and tools like the*** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF). ***Notes that the general objectives of the Connecting Europe Facility are to address missing links, to***

contribute to *projects with a European added value, as well as to support projects with significant societal benefits.*

Or. en

Amendment 253
Marie-Christine Arnautu

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to limit European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate *action*;

Amendment

18. Urges the Commission and the Member States to limit European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate *change, such as incentives to boost trade between Member States, which serves to aggravate greenhouse gas emissions*;

Or. fr

Amendment 254
Marian-Jean Marinescu

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to *limit* European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) *financing to* initiatives that *contribute to climate action*;

Amendment

18. Urges the Commission and the Member States to *use the* European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) *for financing* initiatives that *prioritise investments in low-carbon mobility and sustainable urban transport according to*

Amendment 255
Claudia Schmidt

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to **limit** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing **to initiatives that contribute to climate action;**

Amendment

18. Urges the Commission and the Member States to **use** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing **partly for research into, and dissemination of, new technology options as regards synthetic and alternative fuels;**

Amendment 256
Henna Virkkunen, Deirdre Clune

Motion for a resolution
Paragraph 18

Motion for a resolution

18. **Urges** the Commission and the Member States to **limit** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) **financing to initiatives that contribute to climate action;**

Amendment

18. **Stresses** the Commission and the Member States to **take into account the contribution to climate action as well as prioritise initiatives related to Intelligent Transport Systems when granting the financing from** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF);

Amendment 257

Maria Grapini

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to **limit** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) **financing to initiatives that contribute to climate action;**

Amendment

18. Urges the Commission and the Member States to **encourage and support the inclusion of those contributing to climactic action among the financing objectives of the** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF);

Or. ro

Amendment 258

Renaud Muselier

Motion for a resolution

Paragraph 18

Motion for a resolution

18. **Urges** the Commission and the Member States to **limit** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that **contribute to climate action;**

Amendment

18. **Invites** the Commission and the Member States to **develop a strategy to ensure that** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing **also contributes** to initiatives that **combat climate change;**

Or. fr

Amendment 259
Dieter-Lebrecht Koch, Massimiliano Salini

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to *limit* European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) *financing to initiatives that contribute to climate action*;

Amendment

18. Urges the Commission and the Member States to *take into account the contribution to climate action when financing projects in the framework of the* European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF);

Or. en

Amendment 260
Michael Cramer, Jakop Dalunde, Keith Taylor, Karima Delli

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to limit European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action;

Amendment

18. Urges the Commission and the Member States to limit European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action *and minimise external costs*;

Or. en

Amendment 261
Claudia Tapardel

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to **limit** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) **financing to initiatives that contribute to climate action**;

Amendment

18. Urges the Commission and the Member States to **encourage inclusion of those contributing to climate action among the financing objectives** of the European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF);

Or. ro

Amendment 262

Markus Pieper, Markus Ferber

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to **limit** European Fund for Strategic Investments (EFSI), **Trans-European Transport network (TEN-T)**, Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) **financing to initiatives that contribute to climate action**;

Amendment

18. Urges the Commission and the Member States to **use** European Fund for Strategic Investments (EFSI), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) **financing for its intended purpose, in particular low-emission transport and environmentally sound infrastructure expansion**;

Or. de

Amendment 263

Ivo Belet

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to **limit** European Fund for Strategic Investments (EFSI), Trans-

Amendment

18. Urges the Commission and the Member States to **prioritize** European Fund for Strategic Investments (EFSI), Trans-

European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action;

European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action *and air quality*;

Or. en

Amendment 264
Wim van de Camp

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to *limit* European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action;

Amendment

18. Urges the Commission and the Member States to *prioritize* European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action *and air quality*;

Or. en

Amendment 265
Gabriele Preuß

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to *limit* European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that *contribute to climate action*;

Amendment

18. Urges the Commission and the Member States to *prioritise* European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that *address climate change and air quality*;

Or. en

Amendment 266
Inés Ayala Sender

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to **limit** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action;

Amendment

18. Urges the Commission and the Member States to **focus attention on** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action;

Or. es

Amendment 267
Matthijs van Miltenburg, Pavel Telička, Dominique Riquet

Motion for a resolution
Paragraph 18

Motion for a resolution

18. **Urges the Commission** and the Member States **to limit** European Fund for Strategic Investments (EFSI), **Trans-European Transport network (TEN-T)**, Connecting Europe Facility (CEF) **and Multiannual Financial Framework (MFF) financing to initiatives that contribute to climate action;**

Amendment

18. **Welcomes the Commission's** and the Member States' **initiative to introduce financial incentives for projects which contribute to climate action in the** European Fund for Strategic Investments (EFSI) **and** Connecting Europe Facility (CEF);

Or. en

Amendment 268
Andor Deli

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to **limit** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing **to** initiatives that contribute to climate action;

Amendment

18. Urges the Commission and the Member States to **promote** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) financing initiatives that contribute to climate action;

Or. en

Amendment 269

Gesine Meissner

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Urges the Commission and the Member States to **limit** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF) **financing to initiatives that contribute to climate action;**

Amendment

18. Urges the Commission and the Member States to **encourage the financing of transport initiatives through the** European Fund for Strategic Investments (EFSI), Trans-European Transport network (TEN-T), Connecting Europe Facility (CEF) and Multiannual Financial Framework (MFF).

Or. en

Amendment 270

Dominique Riquet, Pavel Telička, Matthijs van Miltenburg

Motion for a resolution

Paragraph 18 – point 1 (new)

Motion for a resolution

(1) Stresses that research and development are vital to attaining the Union's objectives in terms of decarbonisation of transport and clean

Amendment

mobility; calls on the Commission, in its Horizon 2020 research programme, to pursue its efforts to encourage European innovation and the new technologies in all areas of transport;

Or. fr

Amendment 271
Daniela Aiuto

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Points out that in order to obtain appreciable results in terms of reducing pollutant emissions, a holistic approach needs to be taken to the issue, including measures relating also to urban and non-urban infrastructure, in addition to town planning itself, which needs to take into account new public transport implementation requirements and have the ability to effectively divert private vehicles from urban centres, by redesigning urban areas more carefully so that they are more people-friendly, to enable people to re-learn how to experience towns and cities outside their cars;

Or. it

Amendment 272
Marian-Jean Marinescu

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Considers that CEF projects are key for the European Strategy for Low-

Emission Mobility and regrets that its budget was used to feed EFSI, therefore asks that CEF budget is restored and reiterates that EFSI II should be financed from other sources; furthermore, considers that it should be avoided that CEF-eligible projects are financed by EFSI;

Or. en

Amendment 273

Michael Cramer, Jakop Dalunde, Keith Taylor, Bas Eickhout, Karima Delli

Motion for a resolution

Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Emphasises that a cross-border train network including attractive and comfortable night trains is a good alternative to short flights and car travel and therefore insists on revitalising night trains, both for business and tourist destinations;

Or. en

Amendment 274

Massimiliano Salini, Salvatore Domenico Pogliese, Alberto Cirio, Henna Virkkunen

Motion for a resolution

Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Underlines the needs to deliver the most cost-effective emissions reductions, also through the full exploitation of the existing infrastructure and by boosting technologies that facilitate cross-border impact between Member States;

Or. en

Amendment 275
Inés Ayala Sender

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Points to the importance of maintaining the infrastructure network in good condition and with high levels of quality, which facilitates traffic flow and also makes it possible to reduce congestion and hence the level of CO₂ and other pollutant emissions;

Or. es

Amendment 276
Gabriele Preuß

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Acknowledges that research programmes such as SESAR, CleanSky, ACARE and EGNOS are necessary to allow continued investment in green and innovative technology and operational improvements;

Or. en

Amendment 277
Henna Virkkunen, Wim van de Camp, Deirdre Clune

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Stresses that low-emission transport should be supported by research programmes to allow continued investment in green and innovative technology and operational improvements;

Or. en

Amendment 278
Marian-Jean Marinescu

Motion for a resolution
Paragraph 18 b (new)

Motion for a resolution

Amendment

18b. Highlights the importance of a successful use of EFSI or of combining of EFSI with ESIF; considers that member states should invest more in their railway system and make efforts to increase absorption rates of cohesion funds for rail projects;

Or. en

Amendment 279
Michael Cramer, Keith Taylor, Karima Delli

Motion for a resolution
Paragraph 18 b (new)

Motion for a resolution

Amendment

18b. Calls on the Commission to propose within the MFF a maximum of 20% co-funding for roads, a minimum of 40% for rail and a minimum of 5% for cycling infrastructure for each Member State;

Amendment 280

Bas Eickhout, Michael Cramer, Jakop Dalunde, Keith Taylor, Karima Delli

Motion for a resolution

Paragraph 18 c (new)

Motion for a resolution

Amendment

18c. Urges the Commission to make available more funds for cities to jointly bid for infrastructure or technologies that would contribute to decarbonising urban transport and reduce air pollution from road vehicles. This would include, but not be limited to public recharging stations for electric vehicles, car and bike sharing systems and the development of public transport;

Or. en

Amendment 281

Markus Pieper, Markus Ferber

Motion for a resolution

Paragraph 19

Motion for a resolution

Amendment

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMPs) and calls for the Commission to link EU co-financing of urban projects to achieving such targets;

deleted

Or. de

Amendment 282

Jacqueline Foster, Evžen Tošenovský, Roberts Zile

Motion for a resolution
Paragraph 19

Motion for a resolution

Amendment

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMPs) and calls for the Commission to link EU co-financing of urban projects to achieving such targets;

deleted

Or. en

Amendment 283
Daniela Aiuto

Motion for a resolution
Paragraph 19

Motion for a resolution

Amendment

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMPs) and calls for the Commission to link EU co-financing of urban projects to achieving such targets;

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMPs) and calls for the Commission to link EU co-financing of urban projects to achieving such targets; *stresses that the excessive use of private vehicles for road transport is responsible for the congestion of urban centres and the concentration in urban areas of the fine particulates that are the cause of very serious respiratory diseases, and that no strategy seeking to reduce pollutant emissions, in full compliance with the Paris agreements, can fail to aim at persuading people to use public vehicles rather than private ones;*

Or. it

Amendment 284
Enrico Gasbarra

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMPs) and calls for the Commission to link EU co-financing of urban projects to achieving such targets;

Amendment

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMPs) **by promoting collaborative economy measures such as car sharing and bike sharing, supporting strategies that promote public transport in order to relieve road traffic congestion and encouraging transport with a low environmental impact, both publicly and privately;** calls for the Commission, **in addition,** to link EU co-financing of urban projects to achieving such targets;

Or. it

Amendment 285

Dieter-Lebrecht Koch

Motion for a resolution

Paragraph 19

Motion for a resolution

19. Encourages cities to **include GHG targets into their Sustainable Urban Mobility Plans (SUMPs)** and calls for the Commission to link EU co-financing of urban projects to **achieving** such **targets**;

Amendment

19. Encourages cities to **reduce pollutant emissions more effectively by making local public transport more attractive, by expanding cycle paths and by building up car sharing models instead of by means of bans on diesel cars, which ought to be imposed in extreme situations only,** and calls for the Commission to link EU co-financing of urban projects to such **measures**;

Or. de

Amendment 286

Rolandas Paksas

Motion for a resolution

Paragraph 19

Motion for a resolution

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMPs) and calls for the Commission to link EU co-financing of urban projects to achieving such targets;

Amendment

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMPs) and calls for the Commission to link EU co-financing of urban projects to achieving such targets; ***notes that new mobility concepts for cities must be developed that promote more sustainable behaviour and plan mobility through the development of coordinated urban mobility plans with integrated urban mobility plans;***

Or. It

Amendment 287
Inés Ayala Sender

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMPs) and calls for the Commission to link EU co-financing of urban projects to achieving such targets;

Amendment

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMPs) and calls for the Commission to link EU co-financing of urban ***mobility and transport*** projects to ***their contribution to*** achieving such targets;

Or. es

Amendment 288
Henna Virkkunen, Deirdre Clune

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Encourages cities to include GHG targets into their Sustainable Urban

Amendment

19. Encourages cities to include GHG targets into their Sustainable Urban

Mobility Plans (SUMP) and *calls for* the Commission to *link EU co-financing of urban projects to achieving* such targets;

Mobility Plans (SUMP) and *encourages* the Commission to *support new innovations in order to help cities to achieve* such targets;

Or. en

Amendment 289
Andor Deli

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMP) and calls for the Commission to *link* EU co-financing of urban projects to achieving such targets;

Amendment

19. Encourages cities to include GHG targets into their Sustainable Urban Mobility Plans (SUMP) and calls for the Commission to *promote* EU co-financing of urban projects to achieving such targets;

Or. en

Amendment 290
Claudia Schmidt

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Encourages cities to *include GHG targets into their Sustainable Urban Mobility Plans (SUMP)* and calls for the Commission to *link* EU co-financing of urban projects *to achieving* such *targets*;

Amendment

19. Encourages cities to *make their infrastructure ready for self-driving cars* and calls for the Commission to *give preference to* EU co-financing of urban projects *when pursuing* such *objectives*;

Or. de

Amendment 291
Matthijs van Miltenburg, Dominique Riquet

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Encourages cities to include GHG targets into their *Sustainable Urban Mobility Plans (SUMPs)* and calls for the Commission to link EU co-financing of urban projects to achieving such targets;

Amendment

19. Encourages cities to include GHG targets into their mobility *plan* and calls for the Commission to link EU co-financing of urban *mobility* projects to achieving such targets;

Or. en

Amendment 292
Inés Ayala Sender

Motion for a resolution
Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. Promoting public transport
Takes the view that one of the most efficient ways of reducing emissions and improving transport efficiency is to promote collective public transport; considers it important to boost the role of public transport services; calls further on the Commission and States to promote and incentivise the purchase of cleaner, less-polluting vehicles by both public authorities and private fleets;

Or. es

Amendment 293
Daniela Aiuto

Motion for a resolution
Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. Hopes that urban public transport, in particular that using sustainable fuels

and/or electric motors, can be funded ever more extensively to enable it even to become free of charge, which would ensure that it would be used also by the less affluent classes, the numbers of which have been growing due to the economic crisis and which are increasingly concentrated in, and relegated to, the suburbs and outermost urban areas;

Or. it

Amendment 294
Mark Demesmaeker

Motion for a resolution
Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. Recognises that cities and local authorities have an important role to play in the development of low-emission transport; therefore considers that the Covenant of Mayors can offer an interesting platform to tackle the challenges ahead and exchange best practices; welcomes the important initiatives by various cities and local authorities to create Low Emission Zones and recognises the beneficial effects of those zones;

Or. en

Amendment 295
Merja Kyllönen, Kateřina Konečná

Motion for a resolution
Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. Calls for local and regional

authorities to take full consideration the continued assurance of commercial transport and delivery services in their planning of urban transport policy;

Or. en

Amendment 296

Matthijs van Miltenburg, Pavel Telička, Dominique Riquet

Motion for a resolution

Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. Stresses the opportunities of Green Public Procurement for more sustainable transport, in particular for (sub)urban buses;

Or. en

Amendment 297

Merja Kyllönen, Kateřina Konečná

Motion for a resolution

Paragraph 20

Motion for a resolution

Amendment

20. Calls for the Commission to strengthen the networks of front-runners among cities and to share success stories in both GHG emission reductions and clean air strategies;

20. Calls for the Commission to strengthen the networks of front-runners among cities and to share success stories in both GHG emission reductions and clean air strategies; *stresses the importance of exchanging best practices and lessons learned in the sector of low-emission mobility among the Member States and requests the Commission to provide platforms for such activities; stresses also that research and development activities play an essential role in the development of low-emission mobility;*

Or. en

Amendment 298

Merja Kyllönen, Kateřina Konečná

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Calls for the Commission to strengthen the networks of front-runners among cities and to share success stories in both GHG emission reductions and clean air strategies;

Amendment

20. Calls for the Commission to strengthen the networks of front-runners among cities and to share success stories in both GHG emission reductions and clean air strategies ***and to encourage local, regional and national authorities to fully integrate the needs and procedures of transport, housing and land-use planning in order to better achieve the climate policy goals;***

Or. en

Amendment 299

Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Christine Revault D'Allonnes Bonnefoy, Olga Sehnalová, Nicola Caputo

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Calls for the Commission to strengthen the networks of front-runners among cities and to share success stories in both GHG emission reductions and clean air strategies;

Amendment

20. Calls for the Commission to strengthen the networks of front-runners among cities ***who prioritize sustainable modes of transport like walking, cycling, public transport, car pooling and sharing in city planning*** and to share success stories in both GHG emission reductions and clean air strategies;

Or. en

Amendment 300

Jacqueline Foster, Evžen Tošenovský, Roberts Zile

Motion for a resolution
Paragraph 20

Motion for a resolution

20. Calls for the Commission to strengthen the networks of front-runners among cities and to share *success stories* in both GHG emission reductions and clean air strategies;

Amendment

20. Calls for the Commission to strengthen the networks of front-runners among cities and to share *best practice* in both GHG emission reductions and clean air strategies;

Or. en

Amendment 301

Bas Eickhout, Michael Cramer, Jakop Dalunde, Keith Taylor, Karima Delli

Motion for a resolution
Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. Supports the Commission and the transport operators to elaborate projects that contain consistent information on a comparative CO2 footprint from the respective transport modes through publications, information, booking and by indicating it directly on the tickets;

Or. en

Amendment 302
Ivo Belet

Motion for a resolution
Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. Asks the Commission to look into the introduction in several Members States of low emission zones, and to examine the possibility to set common criteria/rules for the

introduction/functioning of these zones.

Or. en

Amendment 303

Rolandas Paksas

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. *More attention must be paid to increasing the integration and attractiveness of non-motorised forms of transport, which would comprehensively reduce the attractiveness of private forms of transport;*

Or. It

Amendment 304

Karima Delli

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. *Invites the Member States and local authorities to rethink speed management in cities and to introduce a default speed limit of 30 km/h by 2020;*

Or. fr

Amendment 305

Ismail Ertug, Christine Revault D'Allonnes Bonnefoy, Gabriele Preuß, Karoline Graswander-Hainz

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. *Calls on the Commission to include the transport needs of citizens in rural and remote areas into strategies for low emission mobility;*

Or. en

Amendment 306

Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Ismail Ertug, Christine Revault D'Allonnes Bonnefoy, Nicola Caputo

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. *Encourages all public entities to incorporate sustainability criteria in public procurement.*

Or. en

Amendment 307

Bas Eickhout, Michael Cramer, Jakop Dalunde, Keith Taylor, Karima Delli

Motion for a resolution

Paragraph 20 b (new)

Motion for a resolution

Amendment

20b. *Considers the availability of easily accessible information on GHG emissions as an intermodal passenger right;*

Or. en

Amendment 308

Bas Eickhout, Michael Cramer, Jakop Dalunde, Keith Taylor, Karima Delli

Motion for a resolution
Paragraph 20 c (new)

Motion for a resolution

Amendment

20c. *Encourages the Commission, the Member States and local authorities to evolve concepts of a modal shift for mobility distances of less than 6 km from road to the intermodal mobility chain walking-cycling-public/collective transport- shared use of cars (carpooling and car sharing);*

Or. en

Amendment 309

Bas Eickhout, Michael Cramer, Jakop Dalunde, Keith Taylor, Karima Delli

Motion for a resolution
Paragraph 20 d (new)

Motion for a resolution

Amendment

20d. *Supports the Commission, the Member States and the regions to invest more in the combination and integration of the EuroVelo Cycling Network with the TEN-T railway networks;*

Or. en

Amendment 310

Bas Eickhout, Michael Cramer, Jakop Dalunde, Keith Taylor, Karima Delli

Motion for a resolution
Paragraph 20 e (new)

Motion for a resolution

Amendment

20e. *Urges the European Commission and Member States to develop a European Cycling Strategy;*

Or. en

Amendment 311
Merja Kyllönen, Kateřina Konečná

Motion for a resolution
Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. *Encourages national and local authorities to create strong incentives in order to promote low-emission taxi and last-mile delivery fleets;*

Or. en

Amendment 312
Bas Eickhout, Karima Delli, Michael Cramer

Motion for a resolution
Paragraph 20 f (new)

Motion for a resolution

Amendment

20f. *Stresses that a proposal for a revision of the General Safety Regulation is overdue and calls upon the Commission to publish it before the end of 2017; considers that technology for 'intelligent speed adaption' is mature and can save many lives, and should therefore be introduced for all vehicles without further delay; underlines that 'direct vision' for trucks is a very effective solution to avoid accidents with vulnerable road users and that mandatory standards in this regard should be part of the proposal;*

Or. en

Amendment 313
Markus Pieper, Markus Ferber

Motion for a resolution
Paragraph 21

Motion for a resolution

Amendment

21. Calls for new standards for CO₂ emissions from cars and vans to be set for 2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50 g NEDC in 2030;

deleted

Or. de

Amendment 314
Marie-Christine Arnautu

Motion for a resolution
Paragraph 21

Motion for a resolution

Amendment

21. Calls for new standards for CO₂ emissions from cars and vans to be set for 2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8%, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50 g NEDC in 2030;

deleted

Or. fr

Amendment 315
Massimiliano Salini, Salvatore Domenico Pogliese, Alberto Cirio

Motion for a resolution
Paragraph 21

Motion for a resolution

Amendment

21. Calls for new standards for CO₂ emissions from cars and vans to be set for

21. Calls for new standards for CO₂ emissions from cars and vans to be set for

2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50g NEDC in 2030;

2030. The new standards should be calculated as a percentage reduction from 2021 WLTP values. A mid-term review in 2025 should be included in order to adjust the targets for 2030 on the basis of the market uptake of alternatively powered vehicles and the deployment of alternative fuels infrastructure;

Or. en

Amendment 316
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Calls for new standards for CO₂ emissions from cars and vans to be set for 2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50g NEDC in 2030;

Amendment

21. Calls for new standards for CO₂ emissions from cars and vans to be set for 2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50g NEDC in 2030 , *and for a new Euro 7 standards particularly for Nitrogen Oxides and Particulate Matters ;*

Or. en

Amendment 317
Jacqueline Foster, Evžen Tošenovský, Roberts Zile

Motion for a resolution
Paragraph 21

Motion for a resolution

21. *Calls for new standards for CO₂ emissions from cars and vans to be set for 2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %,*

Amendment

21. *Awaits the Commission's proposals for 2030 CO₂ emissions targets for cars and vans to be calculated on the basis of the new Worldwide harmonised Light vehicles Test Procedure (WLTP);*

corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50g NEDC in 2030;

Or. en

Amendment 318
Matthijs van Miltenburg, Dominique Riquet

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Calls *for* new standards for CO₂ emissions from cars and vans to be set for 2025 and 2030 on the basis of a linear trajectory *and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50g NEDC in 2030;*

Amendment

21. Calls *the Commission to come swiftly with* new standards for CO₂ emissions from cars and vans to be set for 2025 and 2030 on the basis of a linear trajectory *towards a zero-emission economy in 2050;*

Or. en

Amendment 319
Wim van de Camp, Henna Virkkunen

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Calls for new standards for CO₂ emissions from cars and vans to be set for *2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50g NEDC in 2030;*

Amendment

21. Calls for new standards for CO₂ emissions from cars and vans to be set for *2030. The new standards should be calculated as a percentage reduction from the 2021 WLTP values. A mid-term review in 2025 needs to be employed to evaluate the state of low-emission vehicles on the market in order to ambitiously adjust the 2030 targets if appropriate;*

Or. en

Amendment 320
Lars Adaktusson

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Calls for new standards for **CO₂** emissions *from* cars and vans to be set for **2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50g NEDC in 2030;**

Amendment

21. Calls for new standards for **CO₂** emissions *of* cars and vans to be set for **2030. The proposal should be calculated as a percentage reduction from 2021 WLTP values. The proposal should also include 2025 mid-term review that takes into consideration the market uptake of electrically chargeable vehicles and deployment of alternative fuels infrastructure.**

Or. en

Amendment 321
Maria Grapini

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Calls for new standards for CO₂ emissions from cars and **vans** to be set for 2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50 g NEDC in 2030;

Amendment

21. Calls for new standards for CO₂ emissions from cars and **light utility vehicles** to be set for 2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50 g NEDC in 2030;

Or. ro

Amendment 322
Claudia Schmidt

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Calls for new standards for CO₂ emissions from cars and vans to be set for 2025 and 2030 on the basis of a **linear** trajectory and at a level corresponding to **an** annual improvement of **at least 6-8 %**, corresponding to **70 g New European Driving Cycle (NEDC) in 2025 and 50 g NEDC in 2030**;

Amendment

21. Calls for new standards for CO₂ emissions from cars and vans to be set for 2025 and 2030 on the basis of a **feasible** trajectory and at a level corresponding to **the current** annual improvement; **stresses that actual emission levels must be the starting point for reductions**;

Or. de

Amendment 323
Claudia Tapardel

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Calls for new standards for CO₂ emissions from cars and **vans** to be set for 2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50 g NEDC in 2030;

Amendment

21. Calls for new standards for CO₂ emissions from cars and **light utility vehicles** to be set for 2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50 g NEDC in 2030;

Or. ro

Amendment 324
Kateřina Konečná

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Calls for new standards for CO₂ emissions from cars and vans to be set for

Amendment

21. Calls for new standards for CO₂ emissions from cars and vans to be set for

2025 and 2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50g NEDC in 2030;

2030 on the basis of a linear trajectory and at a level corresponding to an annual improvement of at least 6-8 %, corresponding to 70 g New European Driving Cycle (NEDC) in 2025 and 50g NEDC in 2030;

Or. en

Amendment 325

Massimiliano Salini, Salvatore Domenico Pogliese, Alberto Cirio

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Insists that the future Union CO₂ standards for vehicles should ***also be measured in a real-world driving test in order to inform consumers, ensure the accuracy of test procedures and avoid test cycle beating***;

Amendment

22. Insists that the future Union CO₂ standards for vehicles should ***be based on the new WLTP laboratory test cycle, providing consumers with realistic information based on collected worldwide driving data more representative of the real conditions of use***;

Or. en

Amendment 326

Wim van de Camp, Henna Virkkunen

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Insists that the future Union CO₂ standards for vehicles should ***also be measured in a real-world driving test in order to inform consumers, ensure the accuracy of test procedures and avoid test cycle beating***;

Amendment

22. Insists that the future Union CO₂ standards for vehicles should ***be based on the WLTP lab test cycle together with a complementary on-road test allowing for a 110% non-conformity threshold of the measured lab results***;

Or. en

Amendment 327
Jacqueline Foster

Motion for a resolution
Paragraph 23

Motion for a resolution

Amendment

23. *Reiterates its call for a revision of car labelling to improve consumer information and for the public procurement rules to incentivise clean vehicles; stresses that car labelling should be based on a comparative CO₂ footprint;*

deleted

Or. en

Amendment 328
Maria Grapini

Motion for a resolution
Paragraph 23

Motion for a resolution

Amendment

23. Reiterates its call for a revision of car labelling to improve consumer information and for the public procurement rules to incentivise clean vehicles; stresses that car labelling should be based on a comparative CO₂ footprint;

23. Reiterates its call for a revision of car labelling to improve consumer information and for the public procurement rules to incentivise clean vehicles; stresses that car labelling should be based on a comparative CO₂ footprint; *takes the view that fuel consumption and CO₂ emission specifications for motor vehicles must be accompanied by measures to ensure that this information can be readily understood by laymen;*

Or. ro

Amendment 329
Mark Demesmaeker

Motion for a resolution
Paragraph 23

Motion for a resolution

23. Reiterates its call for a revision of car labelling to **improve consumer** information and for the public procurement rules to incentivise clean vehicles; stresses that car labelling should be based on **a comparative CO₂ footprint**;

Amendment

23. Reiterates its call for a revision of car labelling to **guarantee that consumers are provided with realistic, accurate and robust** information and for the public procurement rules to incentivise clean vehicles; stresses that car labelling should be based on **comparative footprints of CO₂ and other air pollutant emissions such as NO_x and particulate matter**;

Or. en

Amendment 330

Wim van de Camp, Henna Virkkunen

Motion for a resolution

Paragraph 23

Motion for a resolution

23. Reiterates its call for a revision of car labelling to improve consumer information and for the public procurement rules to incentivise clean vehicles; stresses that car labelling should be based on a comparative CO₂ **footprint**;

Amendment

23. Reiterates its call for a revision of car labelling to improve consumer information and for the public procurement rules to incentivise clean vehicles; stresses that car labelling should be based on a comparative CO₂ **scheme derived from the WLTP lab test and the complementary on-road test to ensure realistic information for consumers**;

Or. en

Amendment 331

Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Christine Revault D'Allonnes Bonnefoy, Nicola Caputo

Motion for a resolution

Paragraph 23

Motion for a resolution

23. Reiterates its call for a revision of

Amendment

23. Reiterates its call for a revision of

car labelling to improve consumer information and for the public procurement rules to incentivise clean vehicles; stresses that car labelling should be based on a comparative *CO₂* footprint;

car labelling to improve consumer information and for the public procurement rules to incentivise clean vehicles; stresses that car labelling should be based on a comparative *CO₂* footprint *that accounts for emissions of the whole lifecycle*

Or. en

Amendment 332

Massimiliano Salini, Salvatore Domenico Pogliese, Alberto Cirio

Motion for a resolution

Paragraph 23

Motion for a resolution

23. Reiterates its call for a revision of car labelling to improve consumer information and for the public procurement rules to incentivise clean vehicles; stresses that car labelling should be based on a comparative *CO₂ footprint*;

Amendment

23. Reiterates its call for a revision of car labelling to improve consumer information and for the public procurement rules to incentivise clean vehicles; stresses that car labelling should be based on a comparative *CO₂ scheme provided by the new WLTP test*;

Or. en

Amendment 333

Inés Ayala Sender

Motion for a resolution

Paragraph 23 a (new)

Motion for a resolution

Amendment

23a. Points to the role played by motorised two-wheeled vehicles in reducing congestion in urban centres and reducing emissions and other pollutants; calls on the Commission to take the positive aspects of these vehicles into account across all areas of its legislative programme;

Or. es

Amendment 334
Marie-Christine Arnautu

Motion for a resolution
Paragraph 23 a (new)

Motion for a resolution

Amendment

23a. Considers that labelling with indications of country and region of production is essential in order to guide consumers towards products whose transport to the point of sale will have caused the least greenhouse gas emissions;

Or. fr

Amendment 335
Maria Grapini

Motion for a resolution
Paragraph 24

Motion for a resolution

Amendment

24. Calls for the Commission to introduce a minimum target for the share of electric vehicles for all manufacturers of at least 25 % for 2025;

deleted

Or. ro

Amendment 336
Markus Pieper, Markus Ferber

Motion for a resolution
Paragraph 24

Motion for a resolution

Amendment

24. Calls for the Commission to introduce a minimum target for the share

deleted

*of electric vehicles for all manufacturers
of at least 25 % for 2025;*

Or. de

Amendment 337
Claudia Schmidt

Motion for a resolution
Paragraph 24

Motion for a resolution

Amendment

24. Calls for the Commission to *deleted*
introduce a minimum target for the share
of electric vehicles for all manufacturers
of at least 25 % for 2025;

Or. de

Amendment 338
Lars Adaktusson

Motion for a resolution
Paragraph 24

Motion for a resolution

Amendment

24. Calls for the Commission to *deleted*
introduce a minimum target for the share
of electric vehicles for all manufacturers
of at least 25 % for 2025;

Or. en

Amendment 339
Jacqueline Foster, Evžen Tošenovský, Roberts Zile

Motion for a resolution
Paragraph 24

Motion for a resolution

Amendment

24. Calls for the Commission to introduce a minimum target for the share of electric vehicles for all manufacturers of at least 25 % for 2025;

deleted

Or. en

**Amendment 340
Dieter-Lebrecht Koch**

**Motion for a resolution
Paragraph 24**

Motion for a resolution

Amendment

24. Calls for the Commission to introduce a minimum target for the share of electric vehicles for all manufacturers of at least 25 % for 2025;

deleted

Or. en

**Amendment 341
Gesine Meissner**

**Motion for a resolution
Paragraph 24**

Motion for a resolution

Amendment

24. Calls for the Commission to introduce a minimum target for the share of electric vehicles for all manufacturers of at least 25 % for 2025;

deleted

Or. en

**Amendment 342
Andor Deli**

Motion for a resolution
Paragraph 24

Motion for a resolution

24. *Calls for the Commission to introduce a minimum target for the share of electric vehicles for all manufacturers of at least 25 % for 2025;*

Amendment

deleted

Or. en

Amendment 343
Daniela Aiuto

Motion for a resolution
Paragraph 24

Motion for a resolution

24. Calls for the Commission to introduce a minimum target for the share of electric vehicles for all manufacturers of at least 25 % for 2025;

Amendment

24. Calls for the Commission to introduce a minimum target for the share of electric vehicles for all manufacturers of at least 25 % for 2025; *stresses that the growing demand for electric vehicles must be supported by the implementation of sustainable electricity generation and by a widespread distribution of supply networks; calls on the Commission to help Member States equip themselves with such networks;*

Or. it

Amendment 344
Marie-Christine Arnautu

Motion for a resolution
Paragraph 24

Motion for a resolution

24. Calls for the Commission to *introduce a minimum target for the share of electric vehicles for all manufacturers*

Amendment

24. Calls for the Commission to *examine the effects of increased use of electric vehicles, which will bring about*

of *at least 25 % for 2025*;

an increase in pollutant emissions and nuclear waste, since the share of renewable electricity production in the Union is only one third of total production;

Or. fr

Amendment 345

Wim van de Camp, Henna Virkkunen, Massimiliano Salini

Motion for a resolution

Paragraph 24

Motion for a resolution

24. Calls for the Commission to *introduce a minimum target* for the *share of electric vehicles for all manufacturers of at least 25 % for 2025*;

Amendment

24. Calls for the Commission to *urgently set ambitious targets* for the *market uptake of those vehicles that have been proven through Life-Cycle Assessment (LCA) studies to have the lowest climate and environmental impact*;

Or. en

Amendment 346

Claudia Tapardel

Motion for a resolution

Paragraph 24

Motion for a resolution

24. Calls for the Commission to *introduce a minimum* target for the share of electric vehicles *for all manufacturers of at least 25 % for 2025*;

Amendment

24. Calls on the Commission to *assess the appropriateness of setting* a target for the share of electric vehicles *in the light of technological developments and the economic feasibility of such a measure*;

Or. ro

Amendment 347

Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Christine Revault

D'Allonnes Bonnefoy, Olga Sehnalová, Nicola Caputo

Motion for a resolution

Paragraph 24

Motion for a resolution

24. Calls for the Commission to introduce a **minimum** target for the share of **electric vehicles** for all **manufacturers** of at least 25 % for 2025;

Amendment

24. Calls for the Commission to introduce a target for the share of **low- and zero-emission vehicle registrations among car registrations** for all **member states** of at least 25 % for 2025

Or. en

Amendment 348

Matthijs van Miltenburg, Dominique Riquet

Motion for a resolution

Paragraph 24

Motion for a resolution

24. Calls for the Commission to introduce a minimum target for the share of **electric vehicles** for all manufacturers **of at least 25 % for 2025**;

Amendment

24. Calls for the Commission to introduce a minimum target for the share of **zero-emission cars** for all manufacturers;

Or. en

Amendment 349

Christine Revault D'Allonnes Bonnefoy, Ismail Ertug, Karoline Graswander-Hainz

Motion for a resolution

Paragraph 24 a (new)

Motion for a resolution

Amendment

24a. considers that road pollution control, at the EU level, necessitates a strong and reliable EU oversight and system of controls, which should involve the establishment of a European Vehicles Surveillance Agency, in order to address the failures and legal loopholes identified

in the aftermath of Dieselgate;

Or. en

Amendment 350
Wim van de Camp, Henna Virkkunen

Motion for a resolution
Paragraph 24 a (new)

Motion for a resolution

Amendment

24a. *Emphasises the benefits for the European economy of an early transition to those vehicles that the LCA findings have found to have the lowest climate impact. This transition will ensure European carmakers remain competitive on the global stage ensuring existing jobs and while creating new ones;*

Or. en

Amendment 351
Daniela Aiuto

Motion for a resolution
Paragraph 24 a (new)

Motion for a resolution

Amendment

24a. *Hopes that an increasing amount of funding will be allocated to technological research on the production, handling and disposal of the batteries of electric motors, to ensure they are increasingly eco-friendly;*

Or. it

Amendment 352
Maria Grapini

Motion for a resolution
Paragraph 24 a (new)

Motion for a resolution

Amendment

24a. *Calls on the Commission to assess the appropriateness of setting a target for the share of electric vehicles in the light of technological developments and the economic feasibility of such a measure;*

Or. ro

Amendment 353
Lucy Anderson

Motion for a resolution
Paragraph 24 a (new)

Motion for a resolution

Amendment

24a. *Calls on the Commission to consider proposing a flexible Zero Emission Vehicle (ZEV) mandate which will require car manufacturers to sell a minimum of 20% electric vehicles by 2025;*

Or. en

Amendment 354
Maria Grapini

Motion for a resolution
Paragraph 24 b (new)

Motion for a resolution

Amendment

24b. *Stresses the need to promote wide SME participation in the manufacture of vehicles and components so as to ensure a level playing field in the transport market and encourage research and innovation;*

Or. ro

Amendment 355

Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz

Motion for a resolution

Paragraph 24 b (new)

Motion for a resolution

Amendment

24b. *calls for specific actions regarding circulating fleet that doesn't meet the current emissions standards ;*

Or. en

Amendment 356

Merja Kyllönen, Kateřina Konečná

Motion for a resolution

Paragraph 25

Motion for a resolution

Amendment

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs) for 2025 without further delay, as well as for CO₂ certification to allow for differentiation in road-user charging;

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs) for 2025 without further delay, as well as for CO₂ certification to allow for differentiation in road-user charging; ***calls on the Commission to come up with a proposal how should the energy and emission savings achieved by platooning be taken into account in this differentiation;***

Or. en

Amendment 357

Dieter-Lebrecht Koch

Motion for a resolution

Paragraph 25

Motion for a resolution

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs) for 2025 ***without further delay, as well as for CO₂ certification to allow for differentiation in road-user charging;***

Amendment

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs) for 2025;

Or. en

Amendment 358
Andor Deli

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs) for 2025 without further delay, as well as for CO₂ certification to allow for differentiation in road-user charging;

Amendment

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs) for 2025 without further delay, as well as for CO₂ certification to allow for differentiation in road-user charging ***with zero emission vehicles fully relieved of such charges;***

Or. en

Amendment 359
Massimiliano Salini, Salvatore Domenico Pogliese, Wim van de Camp, Alberto Cirio

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs) for 2025 without further delay, as well as for CO₂ certification to allow for differentiation in road-user charging;

Amendment

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs) for 2025 without further delay ***and based on a solid basis determined by VECTO tool,*** as well as for CO₂ certification to allow for differentiation in road-user charging;

Amendment 360
Markus Pieper, Markus Ferber

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs) **for 2025 without further delay**, as well as for CO₂ certification to allow for differentiation in road-user charging;

Amendment

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs), as well as for **unbureaucratic and affordable** CO₂ certification to allow for differentiation in road-user charging;

Or. de

Amendment 361
Wim van de Camp

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs) **for 2025 without further delay**, as well as for CO₂ certification to allow for differentiation in road-user charging;

Amendment

25. Expects the Commission to come forward with a proposal for CO₂ standards for heavy-duty vehicles (HDVs) **based on the implementation of the VECTO tool no later than 2020**, as well as for CO₂ certification to allow for differentiation in road-user charging;

Or. en

Amendment 362
Jacqueline Foster

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Expects *the* Commission *to come forward with a* proposal *for* CO₂ standards for heavy-duty vehicles (HDVs) *for 2025 without further delay, as well as for CO₂ certification to allow for differentiation in road-user charging;*

Amendment

25. Expects *any* Commission proposal *on* CO₂ standards for heavy-duty vehicles (HDVs) *to be based on the best available data and subject to a thorough impact assessment;*

Or. en

Amendment 363

Deirdre Clune

Motion for a resolution

Paragraph 25 a (new)

Motion for a resolution

25a. Reminds the Commission that the European road transport sector is a major contributor to European growth and jobs and that it is important that the sector remains competitive; recalls the fact that the USA, Japan, Canada and China have all introduced truck CO₂ standards and notes the importance of Europe not falling behind and pursuing technological leadership in order to safeguard the future competitiveness of road passenger and freight transport, for example.

Or. en

Amendment 364

Matthijs van Miltenburg, Gesine Meissner, Dominique Riquet

Motion for a resolution

Paragraph 25 a (new)

Motion for a resolution

25a. Stresses that any legislative proposal to reduce CO₂ emissions from

Amendment

heavy-duty vehicles has to take account of the key features of trucks, as all these variables result in different CO₂ emissions; strongly supports the use of simulation tool VECTO and certified data provided by manufacturers to calculate the CO₂ results for a complete vehicle or truck-trailer combination, considering its possible missions;

Or. en

Amendment 365
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. Emphasises the important contribution that ‘mega trucks’ can make to increasing efficiency within road haulage, since they make for fewer journeys, fuel savings and hence lower emissions, and therefore calls on the Commission and Member States to create incentives to make greater use of ‘mega trucks’;

Or. de

Amendment 366
Lucy Anderson

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. Recalls that the Commission committed in its 2016 Low Emission Mobility Strategy to introduce a truck CO₂ standard before the end of the mandate; highlights that other regions in

the world such as the USA, China, Japan and Canada have already introduced truck CO2 standards;

Or. en

Amendment 367

Bas Eickhout, Karima Delli, Michael Cramer, Jakop Dalunde

Motion for a resolution

Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. Calls upon the Commission to start developing a European Low Carbon Trucking Strategy on the basis of a comparative study, given that several Member States such as Germany and Sweden have already taken initiatives to work towards zero emission road freight

Or. en

Amendment 368

Mark Demesmaeker

Motion for a resolution

Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. Calls for the Commission to consider supply as well as demand side measures as part of a wider European Low Carbon Trucking Strategy to support the market uptake of energy-efficient and alternative powered buses and trucks;

Or. en

Amendment 369

Christine Revault D'Allonnes Bonnefoy, Ismail Ertug, Isabella De Monte

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. considers that the growing use of clean engines for heavy duty vehicles, for instance electric or LNG powered, should be supported and that it requires important and strategic infrastructure investments ;

Or. en

Amendment 370
Inés Ayala Sender

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. Calls on the Commission to establish and also allow the Member States to introduce incentives for the transit of low or zero-emission vehicles and priority for their movement throughout the TEN-T network;

Or. es

Amendment 371
Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Christine Revault D'Allonnes Bonnefoy, Nicola Caputo

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. Points out that there are already member state initiatives looking at zero emission road freight and calls on the Commission to develop a European Low

Amendment 372
Andor Deli

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. *Calls on the Commission to include HDVs and their supporting infrastructure in its focus of resources on innovative zero- and low-emissions options and their deployment;*

Or. en

Amendment 373
Wim van de Camp

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. *Calls on the Commission to introduce a 2030 zero-emission target for city busses;*

Or. en

Amendment 374
Inés Ayala Sender

Motion for a resolution
Paragraph 25 b (new)

Motion for a resolution

Amendment

25b. *Takes the view that, to be able to*

meet the most immediate emission reduction goals in the transition to a future with zero-emission vehicles, measures need to be taken to promote the renewal of large fleets for the transport by road of goods and people; suggests creating an innovative instrument to finance fleets, for example through EFSI, that will contribute to the renewal of vehicles and their replacement by vehicles that are more efficient in terms of emissions and pollutants, which will help to create economies of scale and bring about a reduction in the prices of low-emission vehicles;

Or. es

Amendment 375
Deirdre Clune

Motion for a resolution
Paragraph 25 b (new)

Motion for a resolution

Amendment

25b. Stresses the fact that it is important to create the right conditions to stimulate low emission alternative energy for transport and notes that this can be facilitated by ensuring that industry has a clear and long-term framework on which to base investment concerning the decarbonisation of fuels and other new technologies; calls on the Commission to consider undertaking a feasibility study on the potential solutions on offer, on which to base a low carbon strategy for road freight transport;

Or. en

Amendment 376
Lucy Anderson

Motion for a resolution
Paragraph 25 b (new)

Motion for a resolution

Amendment

25b. Highlights that the Commission announced in its 2016 Low Emissions Mobility Strategy that a zero emission target for city buses should be explored; highlights that up to 30 % of European citizens living in cities are exposed to air pollutant levels exceeding the EU air quality standards; in this respect calls on the Commission to introduce a 2025 zero-emission target for city buses in its 2018 truck CO2 standards proposal;

Or. en

Amendment 377
Bas Eickhout, Karima Delli, Michael Cramer, Jakop Dalunde

Motion for a resolution
Paragraph 25 b (new)

Motion for a resolution

Amendment

25b. Underlines the importance of cleaner buses for air quality in cities and therefore welcomes the announcement of a zero-Emission target for city buses in the Low-Emissions Mobility Strategy; call upon the Commission to translate this announcement into concrete measures by proposing a zero-emission target for city buses by 2025 as part for the future proposal on truck CO2 standards;

Or. en

Amendment 378
Andor Deli

Motion for a resolution
Paragraph 25 b (new)

Motion for a resolution

Amendment

25b. *Calls on the Commission to foster the shift to eHighways, an innovative electric road freight transport system as an alternative and low-emission freight transport mode;*

Or. en

Amendment 379

Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Christine Revault D'Allonnes Bonnefoy, Damiano Zoffoli, Nicola Caputo

**Motion for a resolution
Paragraph 25 b (new)**

Motion for a resolution

Amendment

25b. *Calls on the Commission to introduce a 2025 zero-emission target for city buses in its upcoming truck CO2 standards proposal*

Or. en

Amendment 380

Deirdre Clune

**Motion for a resolution
Paragraph 25 c (new)**

Motion for a resolution

Amendment

25c. *Highlights the fact that a review of the General Safety Regulation can deliver significant gains for both road safety and the environment; calls on the Commission to make a proposal before the end of the year that incorporates the introduction of intelligent speed assistance for all vehicles, better tyre pressure monitoring systems and safer, more aerodynamic truck designs with improved direct vision.*

Amendment 381

Lucy Anderson

Motion for a resolution

Paragraph 25 c (new)

Motion for a resolution

Amendment

25c. Calls on the European Commission to bring the Euro emission standards CO2 emissions into closer alignment, with the ultimate aim of merging them into a new, single and robust vehicle emission standard to avoid perverse incentives to reduce one harmful pollutant to the detriment of another;

Or. en

Amendment 382

Deirdre Clune

Motion for a resolution

Paragraph 25 d (new)

Motion for a resolution

Amendment

25d. Takes note of the fact that up to 30% of Europeans who live in cities are exposed to air pollutant levels that exceed EU air quality standards; Recalls that in its Low Emission Mobility Strategy, the Commission expressed an interest in exploring a zero-emission target for city-buses, asks the Commission to consider undertaking a feasibility study or consultation on a zero-emissions vehicle (ZEV) mandate for city buses in the EU.

Or. en

Amendment 383

Lucy Anderson

Motion for a resolution

Paragraph 25 d (new)

Motion for a resolution

Amendment

25d. *Supports the Commission's plan for a Clean Bus Platform bringing together bus operators, local authorities, bus manufacturers and energy suppliers to encourage the rapid take up of cleaner vehicles and calls on the Commission to promote the bus as an environmentally sustainable form of public transport*

Or. en

Amendment 384

Deirdre Clune

Motion for a resolution

Paragraph 25 e (new)

Motion for a resolution

Amendment

25e. *Takes note that there are many new technologies and innovations in existing technologies that can have significant environmental benefits, such as better tires, improved lubricants, more efficient transmission and hybrid engines, and that Europe should look to be technological leaders in this regard; calls on the Commission to investigate the role of such technologies in improving both efficiency and environmental performance;*

Or. en

Amendment 385

Lucy Anderson

Motion for a resolution
Paragraph 25 e (new)

Motion for a resolution

Amendment

25e. *Welcomes the Commission's intention to update the Clean Vehicle Directive (Directive 2009/33/EC) to encourage the purchase of cleaner vehicles with a clear, simple methodology for cities to use while recognising that where they already have their own well established methodologies and pollutant pricing models for determining the cleanliness of a vehicle, these should be allowed to continue;*

Or. en

Amendment 386
Merja Kyllönen, Kateřina Konečná

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. *Underlines that emission reduction and air quality targets require action that will concern also older vehicles and reminds in this regards, that the retrofitting is the fastest and the most cost-effective way to reduce emissions and pollutants from older fleet as systematic implementation of advanced diesel exhaust after treatment allows older heavy-duty vehicles, such as buses and trucks, to operate in an environmentally friendly manner, meeting even the strictest emission requirements and achieving maximum reduction in terms of NOx, NO2 and PM strains; calls therefore the on the Commission to come up with common EU guidelines in order to encourage the Member States to fully deploy the possibilities of retrofitting solutions and also ensure the eligibility*

for funding in context of EU financial instruments aiming to decarbonisation of transport system.

Or. en

Amendment 387
Olga Sehnalová

Motion for a resolution
Paragraph 26

Motion for a resolution

26. Supports strongly the new Commission calls for proposals on missing cross-border rail links at regional level and welcomes the perspective of minimising or reducing the climate impact;

Amendment

26. Supports strongly the new Commission calls for proposals on missing cross-border rail links at regional level and welcomes the perspective of minimising or reducing the climate impact; ***calls in this connection on the Commission to take account, in the framework of the amendment to the Regulation of the European Parliament and of the Council (EU) No 913/2010 concerning a European rail network for competitive freight, of past experience with implementing the Regulation and to lay down conditions for the operation of freight trains on a defined network in such a way that in prioritising the different types of rail transport, account is taken of their real effectiveness in terms of impact on energy efficiency in the transport sector;***

Or. cs

Amendment 388
Inés Ayala Sender

Motion for a resolution
Paragraph 26

Motion for a resolution

26. Supports strongly the new

Amendment

26. Supports strongly the new

Commission calls for proposals on missing cross-border rail links at regional level and welcomes the perspective of minimising or reducing the climate impact;

Commission calls for proposals on missing cross-border rail links at regional level and welcomes the perspective of minimising or reducing the climate impact; ***calls on the Commission to continue to take these projects into account and issue calls for applications within the framework of the Connecting Europe Facility;***

Or. es

Amendment 389
Marie-Christine Arnautu

Motion for a resolution
Paragraph 26

Motion for a resolution

26. Supports strongly the new Commission calls for proposals on missing cross-border rail links at regional level and welcomes the perspective of minimising or reducing the climate impact;

Amendment

26. Supports strongly the new Commission calls for proposals on missing cross-border rail links at regional level and welcomes the perspective of minimising or reducing the climate impact, ***avoiding a repetition of the environmental and financial mistake represented by the Lyon-Turin project;***

Or. fr

Amendment 390
Dominique Riquet, Pavel Telička, Matthijs van Miltenburg

Motion for a resolution
Paragraph 26 – point 1 (new)

Motion for a resolution

(1) Endorses the priority given by the Commission to investments in rail infrastructure, in particular regarding missing links and cross-border connections; recalls in this context that for freight transport in particular, rail is an efficient and sustainable mass

transport system;

Or. fr

Amendment 391

Daniela Aiuto

Motion for a resolution

Paragraph 26 a (new)

Motion for a resolution

Amendment

26a. Supports the transition from road transport to rail transport (shift2rail) by increasing the interoperability of the various transport modes;

Or. it

Amendment 392

Lucy Anderson

Motion for a resolution

Paragraph 27

Motion for a resolution

Amendment

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and sustainable waterways of 30 % by 2030 and 50 % by 2050;

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and sustainable waterways of 30 % by 2030 and 50 % by 2050; ***in this regard, recalls the ten goals for a competitive and resource efficient transport system under 2.5 of the White Paper 2011, in relation to the adherence to 2030 and 2050 modal shift objectives regarding road freight;***

Or. en

Amendment 393
Marie-Christine Arnautu

Motion for a resolution
Paragraph 27

Motion for a resolution

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and sustainable waterways *of 30 % by 2030 and 50 % by 2050*;

Amendment

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and sustainable waterways, *and to this end calls for a fundamental shift in European laws that facilitate social dumping in road transport and thus put rail freight at a financial disadvantage compared to road freight transport*;

Or. fr

Amendment 394
Dieter-Lebrecht Koch, Massimiliano Salini

Motion for a resolution
Paragraph 27

Motion for a resolution

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport *and encourages the modal shift towards rail and sustainable waterways of 30 % by 2030 and 50 % by 2050*;

Amendment

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport;

Or. en

Amendment 395
Claudia Schmidt

Motion for a resolution
Paragraph 27

Motion for a resolution

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive ***that better promotes*** efficient freight transport and ***encourages the*** modal shift towards rail and sustainable waterways ***of 30 % by 2030 and 50 % by 2050;***

Amendment

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive ***that makes*** efficient freight transport and ***a*** modal shift towards rail and sustainable waterways ***economically viable;***

Or. de

Amendment 396

Markus Pieper, Markus Ferber

Motion for a resolution

Paragraph 27

Motion for a resolution

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages ***the*** modal shift towards rail and sustainable waterways ***of 30 % by 2030 and 50 % by 2050;***

Amendment

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages ***a*** modal shift towards rail and sustainable waterways;

Or. de

Amendment 397

Jacqueline Foster, Evžen Tošenovský, Roberts Zile

Motion for a resolution

Paragraph 27

Motion for a resolution

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and sustainable waterways ***of 30 % by 2030***

Amendment

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and sustainable waterways;

and 50 % by 2050;

Or. en

Amendment 398

Gabriele Preuß

Motion for a resolution

Paragraph 27

Motion for a resolution

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and sustainable waterways of 30 % by 2030 and 50 % by 2050;

Amendment

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and sustainable *inland* waterways of 30 % by 2030 and 50 % by 2050;

Or. en

Amendment 399

Matthijs van Miltenburg, Gesine Meissner, Dominique Riquet

Motion for a resolution

Paragraph 27

Motion for a resolution

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and sustainable waterways of 30 % by 2030 and 50 % by 2050;

Amendment

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and sustainable *inland* waterways of 30 % by 2030 and 50 % by 2050;

Or. en

Amendment 400

Gesine Meissner

Motion for a resolution
Paragraph 27

Motion for a resolution

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and *sustainable* waterways of 30 % by 2030 and 50 % by 2050;

Amendment

27. Urges the Commission to come forward with an ambitious proposal for the Combined Transport Directive that better promotes efficient freight transport and encourages the modal shift towards rail and waterways of 30 % by 2030 and 50 % by 2050;

Or. en

Amendment 401
Lucy Anderson

Motion for a resolution
Paragraph 27 a (new)

Motion for a resolution

Amendment

27a. Calls on the Member States, the Commission and rail stakeholders to take all necessary actions for the implementation of the Shift2Rail Joint Undertaking, in order to accelerate the integration of advanced technologies into innovative rail product solutions, increase the attractiveness of rail transport and bolster the position of the European railway industry;

Or. en

Amendment 402
Wim van de Camp, Henna Virkkunen

Motion for a resolution
Paragraph 27 a (new)

Motion for a resolution

Amendment

27a. Calls on the Member States to

thoroughly and effectively implement of Directive 2012/34 (Recast), EC Implementing Act 2015/909 and the 4th Railway Package without delay to ensure the competitive setting of Track Access Charges enabling fair cross-modal competition;

Or. en

Amendment 403

Ismail Ertug, Isabella De Monte, Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz

Motion for a resolution

Paragraph 27 a (new)

Motion for a resolution

Amendment

27a. Calls on the Commission to examine the disadvantages of passenger rail transport (e.g. through taxation, track charging, direct and indirect subsidies) compared to other modes of transport and to establish a level playing field;

Or. en

Amendment 404

Marian-Jean Marinescu

Motion for a resolution

Paragraph 27 a (new)

Motion for a resolution

Amendment

27a. Reiterates the importance of interoperability and coordination with the other transport modes, of improved reliability and noise reduction, and of seamless multimodal transport;

Or. en

Amendment 405
Marian-Jean Marinescu

Motion for a resolution
Paragraph 27 b (new)

Motion for a resolution

Amendment

27b. Stresses the need for a full, effective and uniform implementation of the rail network for competitive freight Regulation benefiting both passengers and industry;

Or. en

Amendment 406
Pavel Telička

Motion for a resolution
Paragraph 28

Motion for a resolution

Amendment

28. Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards beyond those enshrined in the International Civil Aviation Organisation (ICAO) agreement;

deleted

Or. en

Amendment 407
Jill Seymour

Motion for a resolution
Paragraph 28

Motion for a resolution

Amendment

28. Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards beyond those enshrined in the

deleted

**International Civil Aviation Organisation
(ICAO) agreement;**

Or. en

Amendment 408

Jacqueline Foster, Evžen Tošenovský, Roberts Zile

Motion for a resolution

Paragraph 28

Motion for a resolution

28. *Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards beyond those enshrined in the International Civil Aviation Organisation (ICAO) agreement;*

Amendment

28. *Stresses that efficiency in the aviation sector in Europe will be best improved by the full implementation by Member States of Single European Sky legislation and through appropriate funding of the SESAR Joint Undertaking and Joint Technology Initiatives such as Clean Sky I and II which will drive the next generation of air traffic management systems and aircraft design;*

Or. en

Amendment 409

Claudia Schmidt

Motion for a resolution

Paragraph 28

Motion for a resolution

28. *Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards beyond those enshrined in the International Civil Aviation Organisation (ICAO) agreement;*

Amendment

28. *Asks the Commission to make the case for global rules within the International Civil Aviation Organisation (ICAO);*

Or. de

Amendment 410
Gesine Meissner

Motion for a resolution
Paragraph 28

Motion for a resolution

28. *Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards beyond those enshrined in the International Civil Aviation Organisation (ICAO) agreement;*

Amendment

28. *Welcomes the International Civil Aviation Organisation (ICAO) Agreement to reduce CO₂ emissions;*

Or. en

Amendment 411
Henna Virkkunen, Deirdre Clune

Motion for a resolution
Paragraph 28

Motion for a resolution

28. *Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards beyond those enshrined in the International Civil Aviation Organisation (ICAO) agreement;*

Amendment

28. *Asks the European Aviation Safety Agency to implement the CO₂ standard adopted by the International Civil Aviation Organisation, and Member States to implement the Single European Sky in order to improve aviation efficiency; considers it important that CO₂ standards are global standards;*

Or. en

Amendment 412
Franck Proust

Motion for a resolution
Paragraph 28

Motion for a resolution

28. *Asks the Commission to improve*

Amendment

28. *Asks the Commission to improve*

aviation efficiency, *including by means* of the *proposal on landing fees and CO₂ standards beyond those enshrined in the International Civil Aviation Organisation (ICAO) agreement*;

aviation efficiency *so as to increase the competitiveness of the sector's value chain, maintaining its active and effective involvement in the work of the International Civil Aviation Organisation (ICAO) and promoting the implementation of the Single European Sky in the Member States*;

Or. fr

Amendment 413

Dieter-Lebrecht Koch, Massimiliano Salini

Motion for a resolution

Paragraph 28

Motion for a resolution

28. Asks the Commission to improve aviation efficiency, *including by means of the proposal on landing fees and CO₂ standards beyond those enshrined in the International Civil Aviation Organisation (ICAO) agreement*;

Amendment

28. Asks the Commission to improve aviation efficiency *and ensure a level playing field with third country carriers by sticking to the CO₂ standards enshrined in the International Civil Aviation Organisation (ICAO) agreement*;

Or. en

Amendment 414

Dominique Riquet, Matthijs van Miltenburg

Motion for a resolution

Paragraph 28

Motion for a resolution

28. Asks the Commission to *improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards beyond those enshrined in the International Civil Aviation Organisation (ICAO) agreement*;

Amendment

28. Asks the Commission to *participate actively in the work of the International Civil Aviation Organisation (ICAO) in order to secure international standards that improve aviation efficiency and reduce its emissions, without damaging the competitiveness of European aviation*;

Or. fr

Amendment 415
Marie-Christine Arnautu

Motion for a resolution
Paragraph 28

Motion for a resolution

28. Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards beyond those enshrined in the International Civil Aviation Organisation (ICAO) agreement;

Amendment

28. Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards **without going** beyond those enshrined in the International Civil Aviation Organisation (ICAO) agreement;

Or. fr

Amendment 416
Markus Pieper, Markus Ferber

Motion for a resolution
Paragraph 28

Motion for a resolution

28. Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards **beyond those enshrined in** the International Civil Aviation Organisation (ICAO) agreement;

Amendment

28. Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards **based on** the International Civil Aviation Organisation (ICAO) agreement;

Or. de

Amendment 417
Merja Kyllönen, Kateřina Konečná

Motion for a resolution
Paragraph 28

Motion for a resolution

28. Asks the Commission to improve

Amendment

28. Asks the Commission to improve

aviation efficiency, *including by means of the proposal on landing fees and CO₂ standards beyond those enshrined in the International Civil Aviation Organisation (ICAO) agreement;*

aviation efficiency, *especially by enhancing the speedy implementation of the Single European Sky, as the current fragmentation of European air space results in increased CO₂ emissions.*

Or. en

Amendment 418
Rolandas Paksas

Motion for a resolution
Paragraph 28

Motion for a resolution

28. Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards *beyond those enshrined in* the International Civil Aviation Organisation (ICAO) agreement;

Amendment

28. Asks the Commission to improve aviation efficiency, including by means of the proposal on landing fees and CO₂ standards, *in accordance with* the International Civil Aviation Organisation (ICAO) agreement;

Or. lt

Amendment 419
Matthijs van Miltenburg, Gesine Meissner, Pavel Telička, Dominique Riquet

Motion for a resolution
Paragraph 28 a (new)

Motion for a resolution

28a. Recalls that airspace is also part of the EU single market, and that any fragmentation resulting from its inefficient use, as well as diverging national practices (concerning, for instance, operational procedures, taxes, levies, etc.), causes longer flight times, delays, extra fuel burn, and higher levels of CO₂ emissions, in addition to negatively impacting the rest of the market and hampering the EU's competitiveness; urges therefore the Council and Member States to make swift progress for the

Amendment

Amendment 420

Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Christine Revault D'Allonnes Bonnefoy, Nicola Caputo

Motion for a resolution

Paragraph 28 a (new)

Motion for a resolution

Amendment

28a. Notes the decision by the 39th Session of the ICAO Assembly to develop a global market-based measure (GMBM) scheme for international aviation; Calls on the Commission to present an assessment in a timely manner to verify, among other things, the suitability of the provision of the agreement which provides a carbon neutral growth, to limit the emissions' growing in the aviation sector according to the Paris objectives;

Amendment 421

Jacqueline Foster, Evžen Tošenovský, Roberts Zile

Motion for a resolution

Paragraph 28 a (new)

Motion for a resolution

Amendment

28a. Urges Member States to speed up implementation of Single European Sky, as the causal effects of the current fragmentation of European airspace are excessive delays, additional fuel burn, longer flight times and greater CO2 emissions;

Amendment 422
Franck Proust

Motion for a resolution
Paragraph 28 a (new)

Motion for a resolution

Amendment

28a. *Asks the Commission to continue to work on adjusting the Union Emissions Trading System (ETS) with regard to CORSIA, and to take into account the extension of the exception for serving the European Union's outermost regions;*

Or. fr

Amendment 423
Inés Ayala Sender

Motion for a resolution
Paragraph 28 a (new)

Motion for a resolution

Amendment

28a. *Urges Member States to speed up implementation of the 'Single European Sky', which will make it possible, at a single stroke, to reduce flight times, cut the number of delays, optimise airspace and consequently reduce emissions;*

Or. es

Amendment 424
Daniela Aiuto

Motion for a resolution
Paragraph 28 a (new)

Motion for a resolution

Amendment

28a. *Stresses the importance of*

providing incentives to use the best and shortest flight routes in order to save on fuel and reduce harmful emissions, as compared to longer routes chosen to avoid airspaces, which involve higher costs;

Or. it

Amendment 425
Wim van de Camp, Massimiliano Salini

Motion for a resolution
Paragraph 28 a (new)

Motion for a resolution

Amendment

28a. Urges Member States to speed up the implementation of the Single European Sky, as current fragmentation are causing longer flight times, delays, extra fuel burn and great CO2 emissions;

Or. en

Amendment 426
Inés Ayala Sender

Motion for a resolution
Paragraph 28 b (new)

Motion for a resolution

Amendment

28b. Takes the view that the aviation sector is a fully global sector that requires global measures in relation to emissions in order to avoid unfair competition and prevent European operators from being placed at a disadvantage; takes the view, therefore, that measures need to be promoted within the ICAO before adopting regional and national measures in this area;

Or. es

Amendment 427
Dominique Riquet

Motion for a resolution
Paragraph 29

Motion for a resolution

Amendment

29. *Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);* **deleted**

Or. fr

Amendment 428
Franck Proust

Motion for a resolution
Paragraph 29

Motion for a resolution

Amendment

29. *Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);* **deleted**

Or. fr

Amendment 429
Marie-Christine Arnautu

Motion for a resolution
Paragraph 29

Motion for a resolution

Amendment

29. *Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);* **deleted**

Or. fr

Amendment 430
Markus Pieper, Markus Ferber

Motion for a resolution
Paragraph 29

Motion for a resolution

Amendment

29. *Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);* **deleted**

Or. de

Amendment 431
Claudia Schmidt

Motion for a resolution
Paragraph 29

Motion for a resolution

Amendment

29. Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSA through national measures; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);

deleted

Or. de

Amendment 432
Henna Virkkunen, Deirdre Clune

Motion for a resolution
Paragraph 29

Motion for a resolution

Amendment

29. Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSA through national measures; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);

29. Considers that the EU should *fully* implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA);

Or. en

Amendment 433
Gesine Meissner

Motion for a resolution
Paragraph 29

Motion for a resolution

29. Considers that the ***EU should implement*** the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) ***through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);***

Amendment

29. Considers that the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) ***as agreed by ICAO is the most efficient way to reduce greenhouse gas emissions from aviation;***

Or. en

Amendment 434
Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Christine Revault D'Allonnes Bonnefoy, Damiano Zoffoli, Nicola Caputo

Motion for a resolution
Paragraph 29

Motion for a resolution

29. Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);

Amendment

29. Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA) ***but in this respect calls the EC to review the EU ETS for the post-2020 period once there will be more clarity about the implementation of the GMBM***

Amendment 435**Matthijs van Miltenburg, Dominique Riquet****Motion for a resolution****Paragraph 29***Motion for a resolution*

29. Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) through the Union Emissions Trading System (ETS), ***while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures***; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);

Amendment

29. Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) through the Union Emissions Trading System (ETS); proposes that, ***at least***, the EU ETS should be retained for flights within the European Economic Area (EEA);

Amendment 436**Gabriele Preuß****Motion for a resolution****Paragraph 29***Motion for a resolution*

29. Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) ***through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures***; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);

Amendment

29. Considers that the EU should ***fully*** implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) ***and calls on the European Commission and EU Member States to work with third countries to enhance capacity-building and ensure the global robustness of the scheme***;

Amendment 437

Dieter-Lebrecht Koch, Massimiliano Salini

Motion for a resolution

Paragraph 29

Motion for a resolution

29. Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures; ***proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);***

Amendment

29. Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures;

Or. en

Amendment 438

Pavel Telička

Motion for a resolution

Paragraph 29

Motion for a resolution

29. ***Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);***

Amendment

29. ***Welcomes the agreement reached by the 39th Assembly of ICAO on 6 October 2016, with the adoption of a Global Market-Based Measure to reduce international aviation emissions, and considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation and should be fully engaged within ICAO to define its operationalization;***

Or. en

Amendment 439

Jacqueline Foster, Evžen Tošenovský, Roberts Zile

Motion for a resolution

Paragraph 29

Motion for a resolution

29. Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) *through the Union Emissions Trading System (ETS), while allowing for 50 % of the journeys to be excluded, provided that the destination is implementing CORSIA through national measures; proposes that the EU ETS should be retained for flights within the European Economic Area (EEA);*

Amendment

29. Considers that the EU should implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) *when agreed at ICAO, thereby avoiding conflicting or duplicate schemes at domestic and regional level once CORSIA is implemented; underlines that the creation of a distortion of competition would be an unacceptable administrative burden for the European aviation sector and Member States;*

Or. en

Amendment 440

Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Christine Revault D'Allonnes Bonnefoy, Damiano Zoffoli, Nicola Caputo

Motion for a resolution

Paragraph 29 a (new)

Motion for a resolution

29a. Calls for continued efforts to reduce the fragmentation of the European airspace; and stresses the importance of reinforcing the Single European Sky through the improvement of the performance of air traffic management, including improved trajectory management in order to reduce CO2 emissions

Amendment

Or. en

Amendment 441
Pavel Telička, Dominique Riquet

Motion for a resolution
Paragraph 29 a (new)

Motion for a resolution

Amendment

29a. Asks the Commission to continue promoting and financing programmes such as Clean Sky and SESAR and to encourage Member States and the industry to fully benefit from European satellite-based technologies such as EGNOS and Galileo which allow more efficient navigation and approach procedures;

Or. en

Amendment 442
Bas Eickhout, Michael Cramer, Jakop Dalunde, Keith Taylor, Karima Delli

Motion for a resolution
Paragraph 29 a (new)

Motion for a resolution

Amendment

29a. Negotiations of air services agreements by the EU with third countries should exclude prohibitions on fuel taxation and should include requirements that countries abide by international standards and recommended practices.

Or. en

Amendment 443
Jacqueline Foster, Evžen Tošenovský, Roberts Zile

Motion for a resolution
Paragraph 29 a (new)

Motion for a resolution

Amendment

29a. Stresses that CORSIA should apply to all international flights, including cross-border flights within the EEA, in order to achieve a successful outcome for the implementation of a GMBM;

Or. en

Amendment 444
Henna Virkkunen, Deirdre Clune

Motion for a resolution
Paragraph 29 a (new)

Motion for a resolution

Amendment

29a. Calls for the Commission to look for new ways of supporting the deployment of renewable aviation fuels in order to reduce the GHG emissions in aviation;

Or. en

Amendment 445
Christine Revault D'Allonnes Bonnefoy, Karoline Graswander-Hainz, Isabella De Monte

Motion for a resolution
Paragraph 29 a (new)

Motion for a resolution

Amendment

29a. calls for the continuation of financing Clean Sky joint undertaking through Horizon 2020 in the next MFF ;

Or. en

Amendment 446

Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Christine Revault D'Allonnes Bonnefoy, Damiano Zoffoli, Nicola Caputo

Motion for a resolution

Paragraph 29 b (new)

Motion for a resolution

Amendment

29b. Stresses the importance of continuing to boost research in this area in order to step up investment in technologies for the development of sustainable aviation – by promoting the design of lighter aircraft, the use of digital and satellite technology to support a more efficient management of flight routes, the production and use of alternative new-generation fuels, especially given that in this sector there are not many alternatives to traditional liquid fuels – including through the development of public-private partnerships; underlines, in this regard, the key role played by research programmes such as Clean Sky and SESAR and the need for their mandates to be extended;

Or. en

Amendment 447

Pavel Telička, Dominique Riquet

Motion for a resolution

Paragraph 29 b (new)

Motion for a resolution

Amendment

29b. Invites the Member States and the aeronautic industry to encourage the development of further measures to promote smart initiatives aiming at reducing emissions in the aviation sector, from, to and within airports;

Or. en

Amendment 448

Karoline Graswander-Hainz, Isabella De Monte, Miltiadis Kyrkos, Christine Revault D'Allonnes Bonnefoy, Damiano Zoffoli, Nicola Caputo

Motion for a resolution

Paragraph 29 c (new)

Motion for a resolution

Amendment

29c. Calls for action to be taken regarding short-haul flights, especially those using obsolete technology which is therefore responsible for high emissions; calls, wherever possible and convenient from an environmental perspective, for more sustainable means of transport to be promoted and for multimodal transport to be encouraged;

Or. en

Amendment 449

Jacqueline Foster

Motion for a resolution

Paragraph 30

Motion for a resolution

Amendment

30. Stresses that, in order to address current market barriers to ship efficiency and lower emissions, transparency and the real transport work data in the EU Monitoring, Reporting, Verification (MRV) system should be preserved if and when the EU decides to align its system with the International Maritime Organisation's (IMO) Data Collection System (DCS);

deleted

Or. en

Amendment 450
Knut Fleckenstein, Gesine Meissner

Motion for a resolution
Paragraph 30

Motion for a resolution

30. *Stresses that, in order to address current market barriers to ship efficiency and lower emissions, transparency and the real transport work data in the EU Monitoring, Reporting, Verification (MRV) system should be preserved if and when the EU decides to align its system with the International Maritime Organisation's (IMO) Data Collection System (DCS);*

Amendment

30. *Calls on the Commission to align the EU Monitoring, Reporting, Verification (MRV) system with the International Maritime Organisation's (IMO) Data Collection System (DCS), as soon as it is operational;*

Or. en

Amendment 451
Markus Pieper

Motion for a resolution
Paragraph 30

Motion for a resolution

30. *Stresses that, in order to address current market barriers to ship efficiency and lower emissions, transparency and the real transport work data in the EU Monitoring, Reporting, Verification (MRV) system should be preserved if and when the EU decides to align its system with the International Maritime Organisation's (IMO) Data Collection System (DCS);*

Amendment

30. *Stresses that, should the EU decide to bring its emissions inventory system for international shipping into line with the International Maritime Organisation's (IMO) recently adopted Data Collection System (DCS), there should be a uniform adjustment process;*

Or. de

Amendment 452
Merja Kyllönen, Kateřina Konečná

Motion for a resolution
Paragraph 30

Motion for a resolution

30. Stresses that, in order to **address current market barriers to ship efficiency and lower emissions, transparency and the real transport work data in** the EU Monitoring, Reporting, Verification (MRV) system should be **preserved if and when** the EU decides to align its system with the International Maritime Organisation's (IMO) Data Collection System (DCS);

Amendment

30. Stresses that, in order to **ensure an effective global reduction of GHG emissions from international shipping with the aim of meeting the 2 degrees' target of the COP21 Paris Climate Agreement** the EU Monitoring, Reporting, Verification (MRV) system should be **consistently amended** preserved **in case** the EU decides to align its system with the International Maritime Organisation's (IMO) Data Collection System (DCS);

Or. en

Amendment 453

Massimiliano Salini, Salvatore Domenico Pogliese, Alberto Cirio

Motion for a resolution
Paragraph 30

Motion for a resolution

30. Stresses that, in order to **address current market barriers to ship efficiency and lower emissions, transparency and the real transport work data in** the EU Monitoring, Reporting, Verification (MRV) system should be **preserved if and when** the EU decides to align its system with the International Maritime Organisation's (IMO) Data Collection System (DCS);

Amendment

30. Stresses that, in order to **ensure an effective global reduction of GHG emissions from international shipping, having regard to the target of the COP21 Paris Climate Agreement,** the EU Monitoring, Reporting, Verification (MRV) system should be **revised in case** the EU decides to align its system with the International Maritime Organisation's (IMO) Data Collection System (DCS);

Or. en

Amendment 454
Lucy Anderson

Motion for a resolution
Paragraph 31

Motion for a resolution

31. Stresses that, in the absence of an international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector, the Union should incorporate international shipping into the Emissions Trading System from 2023;

Amendment

31. Stresses that, in the absence of an international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector, the Union should incorporate international shipping into the Emissions Trading System from 2023; ***although insists also on the importance of setting a global binding target in the International Maritime Organisation (IMO) to reach the objective of the 2011 White Paper for an at least 40 % reduction in CO2 emissions from maritime bunker fuels by 2050, to be supported by an EU intermediate target for 2030; calls for an enhancement of the negotiations within the IMO on the development of a global market-based mechanism addressing international maritime emissions, such as an emissions pricing mechanism;***

Or. en

Amendment 455

Wim van de Camp, Bendt Bendtsen

Motion for a resolution

Paragraph 31

Motion for a resolution

31. Stresses that, in the absence of an international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector, ***the Union*** should ***incorporate*** international shipping into the Emissions Trading System ***from 2023***;

Amendment

31. Stresses that ***all modes of transport have to contribute to the reduction of CO2 emissions in accordance with the UNFCCC Paris Agreement, and that the adoption of clear targets to reduce international maritime emissions through the IMO is a matter of great priority, and*** in the absence of an ***ambitious*** international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector ***by 2023***,

the Commission should consider incorporating international shipping into the Emissions Trading System;

Or. en

Amendment 456

Jacqueline Foster, Evžen Tošenovský, Roberts Zile

Motion for a resolution

Paragraph 31

Motion for a resolution

31. *Stresses that, in the absence of an international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector, the Union should incorporate international shipping into the Emissions Trading System from 2023;*

Amendment

31. *Urges the international maritime sector to work constructively through the IMO to establish an agreed global market based measure to mitigate emissions from the sector;*

Or. en

Amendment 457

Markus Pieper

Motion for a resolution

Paragraph 31

Motion for a resolution

31. *Stresses that, in the absence of an international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector, the Union should incorporate international shipping into the Emissions Trading System from 2023;*

Amendment

31. *Stresses that the roadmap adopted by the IMO for binding global reduction of CO₂ emissions in shipping should be supported;*

Or. de

Amendment 458
Gesine Meissner

Motion for a resolution
Paragraph 31

Motion for a resolution

31. ***Stresses that, in the absence of*** an international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector, ***the Union should incorporate international shipping into the Emissions Trading System from 2023;***

Amendment

31. ***Encourages the IMO to find*** an international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector ***without delay;***

Or. en

Amendment 459
Dominique Riquet, Pavel Telička

Motion for a resolution
Paragraph 31

Motion for a resolution

31. ***Stresses that, in the absence of an international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector, the Union should incorporate international shipping into the Emissions Trading System from 2023;***

Amendment

31. ***Stresses the need for the Union, in the framework of the International Maritime Organisation (IMO), to secure an international agreement on maritime emission reduction targets in order to significantly reduce emissions in this sector;***

Or. fr

Amendment 460
Massimiliano Salini, Salvatore Domenico Pogliese, Alberto Cirio, Dieter-Lebrecht Koch, Henna Virkkunen

Motion for a resolution
Paragraph 31

Motion for a resolution

31. Stresses that, *in the absence of an international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector, the Union should incorporate international shipping into the Emissions Trading System from 2023;*

Amendment

31. Stresses that, *the IMO roadmap to establish CO2 emissions reduction commitments in the international maritime sector should be supported in order to adopt ambitious short and long term measures consistently with the Paris Climate Agreement;*

Or. en

Amendment 461

Marie-Christine Arnautu

Motion for a resolution

Paragraph 31

Motion for a resolution

31. Stresses that, in the absence of an international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector, the Union should *incorporate* international shipping into the Emissions Trading System from 2023;

Amendment

31. Stresses that, in the absence of an international agreement on an emissions reduction objective for the shipping sector and IMO measures to mitigate emissions in the international maritime sector, the Union should *consider incorporating* international shipping into the Emissions Trading System from 2023;

Or. fr

Amendment 462

Massimiliano Salini, Salvatore Domenico Pogliese, Alberto Cirio

Motion for a resolution

Paragraph 31 a (new)

Motion for a resolution

31a. Underlines the importance to fully transpose and implement the deployment of alternative fuels infrastructure directive (COM 2014/94), including the establishment of LNG refuelling points

Amendment

across the TEN-T corridors and at maritime ports. The wider use of LNG in freight transport could contribute to the low-emission mobility, having regard to the international climate and energy long targets;

Or. en

Amendment 463
Henna Virkkunen, Deirdre Clune

Motion for a resolution
Paragraph 31 a (new)

Motion for a resolution

Amendment

31a. *Asks the Commission to support clean technologies that contribute to emissions reduction, such as liquified natural gas (LNG); considers LNG as the most feasible solution in the short and medium term to reduce emissions in maritime sector; calls on the Commission to incentivise the transition and improve the availability of LNG in European ports;*

Or. en

Amendment 464
Matthijs van Miltenburg, Dominique Riquet

Motion for a resolution
Paragraph 31 a (new)

Motion for a resolution

Amendment

31a. *Calls for the harmonization and full implementation of European land based infrastructure for maritime transport, such as onshore power supply and LNG-terminals, through concrete financial incentives and regulatory measures, in order to reduce GHG;*

Amendment 465

Maria Grapini

Motion for a resolution

Paragraph 31 a (new)

Motion for a resolution

Amendment

31a. Considers it necessary to create a European Black Sea macro-region ensuring that the opportunities resulting from cross-border cooperation in this region do not go to waste;

Or. ro

Amendment 466

Matthijs van Miltenburg, Gesine Meissner, Pavel Telička, Dominique Riquet

Motion for a resolution

Paragraph 31 b (new)

Motion for a resolution

Amendment

31b. Underlines that innovative financing solutions and the use of the EU investment support facilities available from the European Investment Bank should provide useful tools to help ship-owners to shoulder/cover the initial cost in order to reduce GHG.

Or. en

Amendment 467

Claudia Tapardel

Motion for a resolution

Paragraph 32

Motion for a resolution

32. Asks the Commission to come forward with a review of the Directive on River Information Services (RIS)²¹, including on how to promote the use of RIS for reducing inland waterways emissions;

²¹ Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community, OJ L 255, 30.9.2005, p. 152-159.

Amendment

32. Asks the Commission to come forward with a review of the Directive on River Information Services (RIS)²¹, ***in order to set an EU-wide legal basis for cross-border data exchange, enabling the comprehensive implementation of cross-border RIS and the digital integration with other modes of transport*** including on how to promote the use of RIS for reducing inland waterways emissions;

²¹ Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community, OJ L 255, 30.9.2005, p. 152-159.

Or. en

Amendment 468
Gabriele Preuß

Motion for a resolution
Paragraph 32

Motion for a resolution

32. Asks the Commission to come forward with a review of the Directive on River Information Services (RIS)²¹, including on how to promote the use of RIS for reducing inland waterways emissions;

²¹ Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river

Amendment

32. Asks the Commission to come forward with a review of the Directive on River Information Services (RIS)²¹ ***in 2018 to set an EU-wide legal basis for cross-border data exchange, enabling the comprehensive implementation of cross-border RIS and the digital integration with other modes of transport***, including on how to promote the use of RIS for reducing inland waterways emissions;

²¹ Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river

information services (RIS) on inland waterways in the Community, OJ L 255, 30.9.2005, p. 152-159.

information services (RIS) on inland waterways in the Community, OJ L 255, 30.9.2005, p. 152-159.

Or. en

Amendment 469

Matthijs van Miltenburg, Gesine Meissner, Dominique Riquet

Motion for a resolution

Paragraph 32

Motion for a resolution

32. Asks the Commission to come forward with a review of the Directive on River Information Services (RIS)²¹, including on how to promote the use of RIS for reducing inland waterways emissions;

²¹ Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community, OJ L 255, 30.9.2005, p. 152-159.

Amendment

32. Asks the Commission to come forward with a review of the Directive on River Information Services (RIS)²¹ **in 2018**, including on how to promote the use of RIS for reducing inland waterways emissions;

²¹ Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community, OJ L 255, 30.9.2005, p. 152-159.

Or. en

Amendment 470

Maria Grapini

Motion for a resolution

Paragraph 32 a (new)

Motion for a resolution

Amendment

32a. Stresses that inland waterway transport in Europe should be encouraged and exploited and calls on the Commission to allocate funding for the cleaning of sunken vessels, given the high cost of such operations, along with the

prospect of regional development and the expansion of inland waterway shipping and transport operations in the internal market;

Or. ro

Amendment 471

Gabriele Preuß

Motion for a resolution

Paragraph 32 a (new)

Motion for a resolution

Amendment

32a. Stresses that looking at the actual market needs, strong support is needed from the EU, national and regional level in order to ensure that a sufficient number of inland ports of the TEN-T core network are equipped with alternative energy infrastructure and publicly accessible refuelling and storage points for inland waterways transports within adequate distances;

Or. en

Amendment 472

Bas Eickhout, Michael Cramer, Jakop Dalunde, Keith Taylor, Karima Delli

Motion for a resolution

Paragraph 32 a (new)

Motion for a resolution

Amendment

32a. Encourages the Commission and Members States to come forward with measures on the use of wind and solar energy as well as on greening the engines and fuel of inland vessels through inter alia showing good practice of front-runners and supporting the financing of clean inland waterways by the existing scrapping-fund and the EFSI/EIB tools;

Amendment 473
Claudia Tapardel

Motion for a resolution
Paragraph 32 a (new)

Motion for a resolution

Amendment

32a. Stresses that, looking at the actual market needs, strong support is needed from the EU, national and regional level in order to ensure that a sufficient number of inland ports of the TEN-T core network are equipped with alternative energy infrastructure and publicly accessible refuelling and storage points for inland waterways transports.

Or. en

Amendment 474
Massimiliano Salini, Salvatore Domenico Pogliese, Alberto Cirio

Motion for a resolution
Paragraph 32 a (new)

Motion for a resolution

Amendment

32a. Stresses that, a strong support from the EU is recommended in order to ensure the equipment of a sufficient amount of inland ports of the TEN-T core network with alternative fuels infrastructure and refuelling and storage points for inland waterways transports publicly accessible;

Or. en

Amendment 475
Mark Demesmaeker

Motion for a resolution
Paragraph 32 a (new)

Motion for a resolution

Amendment

32a. *Underlines the urgent need for a modal shift from road transport to transport over inland waterways;*

Or. en

Amendment 476
Gabriele Preuß

Motion for a resolution
Paragraph 32 b (new)

Motion for a resolution

Amendment

32b. *Asks the Commission to establish an Innovation and Greening fund supported by the Connecting Europe Facility and Member States in order to step up their efforts to support greening;*

Or. en

Amendment 477
Claudia Tapardel

Motion for a resolution
Paragraph 32 b (new)

Motion for a resolution

Amendment

32b. *Asks the Commission to establish a fund supported by the Connecting Europe Facility and Member States in order to step up their efforts to support greening.*

Or. en

Amendment 478
Mark Demesmaeker

Motion for a resolution
Paragraph 32 b (new)

Motion for a resolution

Amendment

32b. Stresses the importance of financial supportive measures to innovate the sector and preserve the environment during infrastructure works;

Or. en

Amendment 479
Gabriele Preuß

Motion for a resolution
Paragraph 32 c (new)

Motion for a resolution

Amendment

32c. Asks the Commission to support programmes of real-time emission monitoring, to ensure standardisation of monitoring and to establish a European-wide database;

Or. en