



**2021/2046(INI)**

15.6.2021

# **AMENDMENTS**

## **1 - 59**

**Draft opinion**  
**Luisa Regimenti**  
(PE693.826v01-00)

on Sustainable and Smart Mobility Strategy  
(2021/2046(INI))2021/2046(INI)



**Amendment 1**  
**Pascal Durand, Karen Melchior**

**Draft opinion**  
**Paragraph -1 a (new)**

*Draft opinion*

*Amendment*

**-1a** *Calls on the Commission to further support the development of trustworthy AI systems in order to render transport safer, more efficient, accessible, affordable and inclusive;*

Or. en

**Amendment 2**  
**Pascal Durand, Karen Melchior**

**Draft opinion**  
**Paragraph -1 b (new)**

*Draft opinion*

*Amendment*

**-1b** *Calls on the Commission to work closely with Member States on the design, implementation and enforcement of trustworthy AI standards in the Union; notes that the Union has the potential to become a global leader in promoting a socially responsible and sustainable approach to AI technology and its use;*

Or. en

**Amendment 3**  
**Pascal Durand, Karen Melchior**

**Draft opinion**  
**Paragraph -1 c (new)**

*Draft opinion*

*Amendment*

**-1c** *Highlights that the European approach to AI technology should secure*

*people's trust, serve the public interest, and strengthen shared social responsibility; considers the development of trustworthy, ethically responsible and technically robust AI to be an important enabler for sustainable and smart mobility that is safe and accessible; in this regard, calls on the Commission to continue to promote the uptake of AI in the transport sector and to ensure that Union fundamental rights are respected, notably taking into account a human-centred approach to AI technologies;*

Or. en

**Amendment 4**  
**Pascal Durand, Karen Melchior**

**Draft opinion**  
**Paragraph -1 d (new)**

*Draft opinion*

*Amendment*

*-1d Recommends the development of Union-wide trustworthy AI standards for all modes of transport, notably with regard to interoperability and sharing of data acquired through smart applications, while respecting data protection rules*

Or. en

**Amendment 5**  
**Pascal Durand, Karen Melchior**

**Draft opinion**  
**Paragraph -1 e (new)**

*Draft opinion*

*Amendment*

*-1e Calls on the Commission to develop civil liability rules for the use of AI technologies, which would create trust in the use of AI systems, also in the*

*mobility sector, whereby the establishment of guidelines for a harmonised risk classification scheme of AI-enabled technologies in all modes of transport, notably intelligent transport systems, should be a key priority;*

Or. en

**Amendment 6**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Recalls the role *and incentive potential of intellectual property rights for smart mobility, which is a fast-growing and innovative sector with a major social impact;*

*Amendment*

1. Recalls the *central* role *of transport and mobility to achieve the European Green Deal objective to become climate neutral by 2050, but also the crucial importance of their legal framework in order to reach such objectives; considers therefore that the Sustainable and Smart Mobility Strategy should contribute to make the European transport sector greener, smarter and more resilient, while leaving no one behind;*

Or. en

**Amendment 7**  
**Antonius Manders**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Recalls the role and *incentive potential* of intellectual property rights for *smart mobility*, which is a fast-growing and innovative sector with a major social impact;

*Amendment*

1. Recalls the *crucial* role *of the protection* of intellectual property rights for *the further development of the sustainable and smart mobility sector in the EU*, which is a fast-growing and innovative sector with a major societal

impact; *calls on the Commission to continue to incentivise R&D in multi modal transport and Mobility as a Service (MAAS) applications by providing public funding and safeguarding intellectual property rights;*

Or. en

**Amendment 8**  
**Pascal Durand, Karen Melchior**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Recalls the role *and incentive potential* of intellectual property rights for smart mobility, which is a fast-growing and innovative sector with a major social impact;

*Amendment*

1. Recalls the role of intellectual property rights for smart mobility, which is a fast-growing and innovative sector with – *among others* – a major social impact;

Or. en

**Amendment 9**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

*1a. affirms the importance of developing and investing in a mobility that is affordable and accessible to all, safer and more sustainable; Calls on the Commission and the Member States to take these objectives into account in the implementation of an operational multimodal trans-European transport network, equipped for sustainable and intelligent transport; not only in environmental terms, but also in terms of social accessibility and competitiveness of*

*the European industrial sector;*

Or. en

**Amendment 10**  
**Antonius Manders**

**Draft opinion**  
**Paragraph 1 b (new)**

*Draft opinion*

*Amendment*

***1b*** ***Considering that for the further development of sustainable and smart mobility, the principles of safety, sustainability, efficiency and legal certainty are crucial;***

Or. en

**Amendment 11**  
**Luisa Regimenti, Gunnar Beck, Gilles Lebreton**

**Draft opinion**  
**Paragraph 1 c (new)**

*Draft opinion*

*Amendment*

***1c*** ***Observes that the same level of ambition to achieve social sustainability as for environmental sustainability is needed; that price is a key element in ensuring the environmental and social performance of the sector; however, it has to be noted that often the logic of low cost comes as a result of social dumping and business practice which allows companies keep their costs artificially low to the detriment of workers of the transport sector;***

Or. en

**Amendment 12**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 1 d (new)**

*Draft opinion*

*Amendment*

***1d*** ***Emphasizes the need to develop plans that are consistent with the specificities of each country in order to consider national needs, expectations of workers and passengers, and previous investments carried out in the field of energy and mobility;***

Or. en

**Amendment 13**  
**Luisa Regimenti, Gunnar Beck, Gilles Lebreton**

**Draft opinion**  
**Paragraph 1 e (new)**

*Draft opinion*

*Amendment*

***1e*** ***Notes that exploitation of resources is not uniform among Member States; stresses the importance of diversifying energy strategies considering technological neutrality and the exploitation of national resources; stresses that in order to maintain the competitiveness of the European market it is necessary to enhance the contribution of alternative solutions for which the EU industrial sector is a world leader, while waiting for the development of expertise in technological contexts that are not yet mature or exclusive prerogative of non-EU companies;***

Or. en

**Amendment 14**  
**Antonius Manders**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. *Emphasises that in a sector such as mobility, exclusivity over data rights can produce a barrier to market entry, increased transaction costs, and a barrier to innovation that is harmful to operators, SMEs, and the public;*

*Amendment*

*Deleted*

Or. en

**Amendment 15**  
**Pascal Durand, Karen Melchior**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Emphasises that in a sector such as mobility, exclusivity over data rights can ***produce a barrier to market entry, increased transaction costs***, and a barrier to innovation ***that is harmful to operators, SMEs, and the public;***

*Amendment*

2. Emphasises that in a sector, such as ***the mobility sector, exclusive rights on*** data, can ***hamper new market entries***, and ***become*** a barrier to innovation, ***notably harmful for SMEs and start-ups; calls in this respect on the Commission to establish rules on the interoperability and portability of data for operators and users and to address the risk of monopolies in this sector;***

Or. en

**Amendment 16**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Emphasises that in a sector such as mobility, exclusivity over data rights can produce a barrier to market entry, increased transaction costs, and a barrier to innovation that is harmful to operators, SMEs, and the public;

*Amendment*

2. Emphasises that in a sector such as mobility, exclusivity over data rights can produce a barrier to market entry, increased transaction costs, and a barrier to innovation that is harmful to operators, SMEs, and the public; ***Highlight the importance of a discussion with stakeholders to move forward on the issue of access to machine-generated data, with the aim of achieving the objective of a proper sharing of data and data-integration between, underpinned by strong cyber-resilience, and of a cooperation based on mutual and fair data exchange between all (public and private) actors involved;***

Or. en

**Amendment 17**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Emphasises that in a sector such as mobility, exclusivity over data rights can produce a barrier to market entry, increased transaction costs, and a barrier to innovation that is harmful to operators, SMEs, and the public;

*Amendment*

2. Emphasises that in a sector such as mobility, exclusivity over data rights can produce a barrier to market entry, increased transaction costs, and a barrier to innovation that is harmful to operators, SMEs, and the public; ***recommends that unnecessary legal barriers pertaining to exclusive rights are removed in order to unlock the potential of the use of non-personal data and to encourage European innovation, including developments based on free and open source software; highlights the importance of allowing text and data mining to be fully exercised for scientific and research purposes, such as identifying aggregated mobility patterns and foreseeing possible additional***

*sustainable collective transport needs associated to those, notably in the aim of improving the quality and the sustainability of means of mobility on the long term;*

Or. en

**Amendment 18**  
**Daniel Buda**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Emphasises that in a sector such as mobility, exclusivity over data rights can produce a barrier to market entry, increased transaction costs, **and** a barrier to innovation that is harmful to operators, SMEs, and the public;

*Amendment*

2. Emphasizes that in a sector such as mobility, exclusivity over data rights can produce a barrier to market entry, increased transaction costs, a barrier to innovation that is harmful to operators, SMEs, and the public **and an obstacle to the objective of not to leave anyone behind;**

Or. en

**Amendment 19**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

**2a** *Notes that the shift towards sustainable and smart mobility requires the sharing of data and proper data-integration between all relevant stakeholders; recalls that proper distinction must be made between non-personal data and personal data, the latter being subject to Regulation 2016/679; notes that the sharing of non-personal data as well as proper data-integration between all relevant stakeholders must be*

*done in accordance with Regulation 2016/679; Further notes that in a context of growing availability and sharing of data, even the re-use of non-personal data could have an impact on the protection of personal data, especially where such data are the result of anonymisation and other techniques, as an increase in available data can lead to an increase in the chance of re-identification of data subjects, as also pointed out in the AEPD-EDPS joint paper published on 27 April 2021<sup>1</sup>;*

<sup>1</sup><https://edps.europa.eu/data-protection/our-work/publications/papers/aepd-edps-joint-paper-10-misunderstandings-related-en>  
*AEPD-EDPS joint paper on 10 misunderstandings related to anonymisation, published on 27 April 2021.*

Or. en

**Amendment 20**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 2 b (new)**

*Draft opinion*

*Amendment*

**2b** *Recommends that a sustainable and smart mobility strategy needs to be duly articulated with the future European Strategy for Data, notably with the Data Governance Act, while not losing sight of the objectives targeting greener and more sustainable society and economy, but also the protection of citizens' privacy and personal data; calls in that respect for additional scrutiny and for conditions to be designed to ensure effective safeguards with regard to the protection of personal data in the context of smart mobility, notably to grant data subjects effective*

*interoperability and portability of their personal data;*

Or. en

**Amendment 21**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 2 c (new)**

*Draft opinion*

*Amendment*

**2c** *Insists on the need to protect smart mobility vehicles and systems against cyber-attacks, especially when the private data of smart mobility means' users are involved; notes that users' access to their data is essential to help determine the cause of accidents but also for the purpose of their right of defence when their liability is engaged;*

Or. en

**Amendment 22**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 2 d (new)**

*Draft opinion*

*Amendment*

**2d** *Highlights that public sector bodies, notably those operating in the transport and mobility sector, should comply with competition law when establishing the principles for re-use of data they hold, avoiding as far as possible the conclusion of agreements, which might have as their objective or effect the creation of exclusive rights for the re-use of certain data; such agreement should be only possible when justified and necessary for the provision of a service of public*

*interest; recalls that public sector bodies shall make available the data for re-use as mandated by the Open Data Directive; recommends that private entities operating in such public interest sectors are subject to similar obligations;*

Or. en

**Amendment 23**  
**Antonius Manders**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Supports the use of artificial intelligence *for the transport of the future, with features such as predictive maintenance, while continuing to pay attention to the centrality of the human factor;*

*Amendment*

3. Supports the use of *human centric* artificial intelligence *in the sustainable and smart mobility sector, whilst calling for European legislation regarding liability of artificial intelligence driven means of transport in order to ensure safety and legal certainty, which is crucial in the transport sector where technologies, like self-driving cars, in case of an imminent accident, may take decisions that could potentially harm humans;*

Or. en

**Amendment 24**  
**Pascal Durand, Karen Melchior**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. *Supports the use of artificial intelligence for the transport of the future, with features such as predictive maintenance, while continuing to pay attention to the centrality of the human*

*Amendment*

3. *Stresses that the EU sustainable and smart mobility would benefit from a new regulatory framework, which addresses emerging technologies and their use in the transport sector, such as*

*factor;*

*AI technologies; recalls in this regard the need for a clear ethical framework for achieving trustworthy AI, including safety, security, the respect of human autonomy, oversight and liability aspects, which will increase benefits that are shared by all and will be key to boosting investment in research and innovation, development of skills and the uptake of AI by public services;*

Or. en

**Amendment 25**  
**Daniel Buda**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Supports the use of artificial intelligence for the transport of the future, with features such as predictive maintenance, while continuing to pay attention to the centrality of the human factor;

*Amendment*

3. Supports ***the importance of digitalization and*** the use of artificial intelligence for the transport of the future, with features such as predictive maintenance, while continuing to pay attention to the centrality of the human factor, ***ensuring increased levels of safety, security, reliability and comfort; emphasizes, in this context, the importance of maintaining the EU's leadership in transport equipment manufacturing and services and the need of improving global competitiveness through efficient and resilient logistics chains.***

Or. en

**Amendment 26**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Supports the use of artificial intelligence for the transport of the future, with features such as predictive maintenance, while continuing to pay attention to the centrality of the human factor;

*Amendment*

3. Supports the use of artificial intelligence for the transport of the future, with features such as predictive maintenance, while continuing to pay attention to the centrality of the human factor, ***the inherent associated risks and additional technical challenges, particularly in terms of safety, and in due consideration of liability aspects;***

Or. en

**Amendment 27**  
**Angel Dzhambazki**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Supports the use of artificial intelligence for the transport of the future, with features such as predictive maintenance, while continuing to pay attention to the centrality of the human factor;

*Amendment*

3. Supports the use of artificial intelligence for the transport of the future, with features such as predictive maintenance, while continuing to pay attention to the centrality of the human factor; ***notes that the future framework for smart mobility should also take into account innovation and new smart technologies, such as digitalisation, automation, data management, cooperative intelligent transport systems, connected and automated mobility and artificial intelligence, particularly in sectors currently undergoing a comprehensive transformation.***

Or. en

**Amendment 28**  
**Karen Melchior**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Supports the use of artificial intelligence for the transport of the future, with features such as predictive maintenance, while continuing to pay attention to the centrality of the human factor;

*Amendment*

3. Supports the use of artificial intelligence for the transport of the future, with features such as predictive maintenance, while continuing to pay attention to the centrality of the human factor; ***Vehicles that have high levels of advanced driving systems should continue to put the driver at the centre of the driving task and fully autonomous vehicles should have their behaviour regulated to negate any aggressive manoeuvres towards other road users;***

Or. en

**Amendment 29**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

***3a Recommends the development of Union-wide trustworthy AI standards for all modes of transport, including the automotive industry, and for testing of AI-enabled vehicles and related products and services; maintains that a design approach based on Union values and ethical principles is strongly needed to create the conditions for widespread social acceptance of artificial intelligence, robotics and related technologies; considers this approach, aimed at developing trustworthy, ethically responsible and technically robust artificial intelligence, to be an important enabler for sustainable and smart mobility that is safe and accessible;***

Or. en

**Amendment 30**  
**Pascal Durand, Karen Melchior**

**Draft opinion**  
**Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

**3b** *Reiterates the need for a balance between, on the one hand, the green mobility and, on the other hand, the goal of leaving no one behind; in this regard, emphasizes the need for mobility to be available at affordable prices for all, to be better connected for rural and remote areas and to offer proper social conditions according to The European Pillar of Social Rights;*

Or. en

**Amendment 31**  
**Pascal Durand, Karen Melchior**

**Draft opinion**  
**Paragraph 3c (new)**

*Draft opinion*

*Amendment*

**3c** *Recalls the potential of blockchain technology in the transport sector in order to trace corporate environmental and social sustainability commitments, including for the import of raw and processed materials; calls on the Commission to make full use of blockchain technologies to monitor value chains, while equally monitoring and avoiding indirect adverse effects, such as exponential growth of energy consumption;*

Or. en

**Amendment 32**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 3 d (new)**

*Draft opinion*

*Amendment*

**3d. Highlights, in this context, the risks of the use of AI for the safety of users and operators in the transport sector, classified as "high-risk" by the Commission according to the requirements outlined in the proposal for a Regulation for harmonized rules on Artificial Intelligence (Artificial Intelligence Act); Stresses how these risks may result from possible design defects or poor data quality or availability; Points out in this regard the need for specific and coordinated adjustments to the liability regimes in this area, in order to ensure a high level of certainty for travelers and companies operating in the sector, with particular reference to the regime of civil liability, the compensability of damages and the distribution and satisfaction of the burden of proof on the parties, in cases where there is the involvement of AI systems in human decisions and events involving damage to persons or property;**

Or. en

**Amendment 33**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 3 e (new)**

*Draft opinion*

*Amendment*

**3e Reiterates its call to the Commission to update the regulatory framework concerning civil liability rules applicable to AI enabled products and**

*services, notably in the sustainable and smart mobility sector where the risk borne by individuals in the public space should be duly assessed;*

Or. en

**Amendment 34**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 3 f (new)**

*Draft opinion*

*Amendment*

*3f. Recalls the need to comply with the General Data Protection Regulation (GDPR) when collecting and interpreting data from smart devices and mobility-related AI; Emphasizes the need to enable systems to protect against hacking and cyber-attacks; Highlights that clear privacy and security measures should be in place when consumer data is being collected and used;*

Or. en

**Amendment 35**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 3 g (new)**

*Draft opinion*

*Amendment*

*3g Emphasises that the development, deployment and use of artificial intelligence, robotics and related technologies, including the software, algorithms and data used or produced by such technologies, shall take into consideration their environmental footprint during their lifecycle and across their entire supply chain, contribute to the*

*green transition and support the achievement of climate neutrality and circular economy goals; calls on the Commission to come up with an impact assessment on the use and impact of AI in the public sector;*

Or. en

**Amendment 36**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 3 h (new)**

*Draft opinion*

*Amendment*

*3h. Highlights that, given their experience and their central role as integrator, their local knowledge, and their legitimacy, any regulation or policy initiative should recognise the context specificity of mobility and the instrumental role of public authorities and should strengthen their capacity to achieve Europe's green and digital objectives;*

Or. en

**Amendment 37**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 3 i (new)**

*Draft opinion*

*Amendment*

*3i. Deplores the fact that the Commission's Strategy does not contain any concrete commitments or actions towards workers; Underlines the necessity of concrete policy actions to eliminate the existing obstacles for women to join and remain in the transport sector and urgent*

*measures to ensure that the ecological and digital transitions are just to workers;*

Or. en

**Amendment 38**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**paragraph 3 j (new)**

*Draft opinion*

*Amendment*

**3j. Stresses the importance of supporting Research and Innovation for the development of innovative mobility technologies, as well as competitive, sustainable and circular products and services to ensure that EU businesses remain world leaders in the sector; considers, in addition, that the strategy should further aim to create safeguards for workers in the sector and economic sustainability of investments for EU industry;**

Or. en

**Amendment 39**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 3 k (new)**

*Draft opinion*

*Amendment*

**3k. Emphasizes the importance of strengthening digital supply chain-related industrial capabilities in the European space, including the design and manufacture of components, software platforms, and Internet of Things (IoT) technology to further electrify and automate transportation and mobility;**

**Amendment 40**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 3 l (new)**

*Draft opinion*

*Amendment*

***3l. Calls on the Commission and Member States to ensure a regulatory framework that makes the EU a fertile ground for SMEs and start-ups to develop new technologies for the design and production of components, but also through the identification of new contractual forms that protect companies and facilitate the safe sharing of licences;***

Or. en

**Amendment 41**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 3 m (new)**

*Draft opinion*

*Amendment*

***3m. Calls on the Commission and the Member States to provide support for SMEs in the sector by simplifying access to credit; draws attention to the importance in the field of new technologies of the time factor, and therefore calls for the simplification and rationalisation of approval systems for verification and control procedures relating to innovative ideas;***

Or. en

**Amendment 42**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 3 n (new)**

*Draft opinion*

*Amendment*

**3n. Emphasizes that technological advances in the transport sector can facilitate trade and make certain geographical areas more accessible, thereby reducing disparities and promoting economic growth and the creation of new employment; Recalls the potential of intelligent transport for social inclusion, especially for the benefit of people with disabilities and reduced mobility;**

Or. en

**Amendment 43**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 3 o (new)**

*Draft opinion*

*Amendment*

**3o. Calls on the Commission to allocate specific funds for the connection of geographically disadvantaged areas in order to promote the creation of multi-modal infrastructure and offer a transport service that does not discriminate against any of the Union's citizens;**

Or. en

**Amendment 44**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 3 p (new)**

*Draft opinion*

*Amendment*

**3p. Recalls the importance of identifying specific actions to support investment in sustainable local transport in densely populated areas and/or areas with a high seasonal and touristic value, as well as in rural, insular and mountainous regions;**

Or. en

**Amendment 45**

**Pascal Durand, Karen Melchior**

**Draft opinion**

**Paragraph 4**

*Draft opinion*

*Amendment*

**4. Notes that a digital ticketing system at European level is not an appropriate solution for the local level, as it risks diverting customers away from local companies and towards international platforms, thus also limiting the ability of local authorities to manage mobility in their territory;**

**Deleted**

Or. en

**Amendment 46**

**Marie Toussaint**

**Draft opinion**

**Paragraph 4**

*Draft opinion*

*Amendment*

**4. Notes that a digital ticketing system at European level *is not an appropriate solution for the local level, as it risks diverting customers away from local companies and towards international***

**4. Notes that a digital ticketing system at European level, *with a particular focus on providing an effective multi-modal through-ticketing with adequate associated passengers' rights, is essential***

*platforms, thus also limiting the ability of local authorities to manage mobility in their territory;*

*and has the potential to contribute to a sustainable modal shift, while alternative means need to be ensured at more local level for public transport, in order to guarantee access to all public;*

Or. en

**Amendment 47**  
**Antonius Manders**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. *Notes that a digital ticketing system at European level is not an appropriate solution for the local level, as it risks diverting customers away from local companies and towards international platforms, thus also limiting the ability of local authorities to manage mobility in their territory;*

*Amendment*

4. *Insists that all companies providing transport services in the EU should be entitled to sell through a digital ticketing system at European level at fair conditions; insists that all user data should be stored on a server located in the EU;*

Or. en

**Amendment 48**  
**Antonius Manders**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

4a. *Notes, in order to achieve higher levels of road safety, capacity and further reduce emissions, the importance of prospectively requiring the implementation of mandatory and interoperable ‘vehicle to x’ communications capabilities in all new vehicles for road transport; adds that a high level of cybersecurity is of great importance for the functioning and the*

*Amendment*

*further development of the sustainable and smart mobility sector;*

Or. en

**Amendment 49**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 4 b (new)**

*Draft opinion*

*Amendment*

**4b** *Highlights that in view of the development of embedded digital content and of objects and devices connected to the Internet-of-Things, including in the sector of smart mobility, proper articulation between the rules applicable to public services on the one hand, and the rules concerning contracts for the supply of digital content and digital services on the other hand, should be further devised;*

Or. en

**Amendment 50**  
**Luisa Regimenti, Gilles Lebreton**

**Draft opinion**  
**Paragraph 4 c (new)**

*Draft opinion*

*Amendment*

**4c.** *Calls on the Commission and the Member States to rationalize, in the light of new technological opportunities, the regulatory framework concerning the rights and obligations of rail passengers as set out in Regulation (EC) No 1371/2007, as well as the common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long*

*delay of flights as set out in Regulation (EC) No 261/2004 and Regulation (EC) No 2027/97 on air carrier liability in respect of the carriage of passengers and their baggage by air; Calls also for clarification of the cases in which carriers are liable, in order to avoid cases of strict liability without reasonable support;*

Or. en

**Amendment 51**  
**Pascal Durand, Karen Melchior**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

**5. Emphasises that any revision of public service obligation (PSO) rules must include prior dialogue with Member States, regions and transport agencies in order to identify territorial and investment priorities and the precise definition of the ‘multimodal PSO system’ for the sake of legal certainty; calls for particular attention to be paid to maritime territorial continuity;**

*Amendment*

**Deleted**

Or. en

**Amendment 52**  
**Marie Toussaint**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

**5. Emphasises that any revision of public service obligation (PSO) rules must include prior dialogue with Member States, regions and transport agencies in order to identify territorial and investment**

*Amendment*

**5. Emphasises that any revision of public service obligation (PSO) rules must focus particularly into establishing additional conditions fostering the uptake of zero-emissions mobility, and duly**

*priorities and the precise definition of the 'multimodal PSO system' for the sake of legal certainty; calls for particular attention to be paid to maritime territorial continuity;*

*contribute to the modal shift towards the most sustainable transport modes such as rail;*

Or. en

### **Amendment 53**

**Daniel Buda**

#### **Draft opinion**

#### **Paragraph 5**

##### *Draft opinion*

5. Emphasises that any revision of PSO rules must include prior *dialogue* with Member States, regions and transport agencies in order to identify territorial and investment priorities and the precise definition of the "multimodal PSO system", in the interests of legal certainty; calls for particular attention to be paid to maritime territorial continuity;

##### *Amendment*

5. Emphasises that any revision of PSO rules must include *a prior correct and professional analysis and consultation* with Member States, regions and transport agencies in order to identify territorial and investment priorities and the precise definition of the "multimodal PSO system", in the interests of legal certainty; calls for particular attention to be paid to maritime territorial continuity;

Or. en

### **Amendment 54**

**Luisa Regimenti, Gilles Lebreton**

#### **Draft opinion**

#### **Paragraph 5 a (new)**

##### *Draft opinion*

##### *Amendment*

*5a. Emphasizes the centrality of the action of Member States in allocating national resources to complement EU funds, in order to ensure adequate operation and maintenance of their public transport networks; stresses how the presence of transport lines that are not always technically interoperable between*

*Member States may act as a limitation to the implementation of European indications at territorial level;*

Or. en

**Amendment 55**  
**Karen Melchior**

**Draft opinion**  
**Paragraph 5 b (new)**

*Draft opinion*

*Amendment*

**5b. The strategy recognises that to achieve systemic change, sustainable alternatives must be widely available (10 (2)). This can be considered as “right to active mobility” and that every EU citizen who wishes to travel to work or school by walking or cycling should be able to do so and not be prevented by barriers such as unsafe road networks;**

Or. en

**Amendment 56**  
**Karen Melchior**

**Draft opinion**  
**Paragraph 5 c (new)**

*Draft opinion*

*Amendment*

**5c. Stresses that cycling and bike-sharing is an integral part of the European multi-modal transport system, including in MaaS and MMTIS service schemes into all relevant policies, schemes, project funding and research projects; Indeed active mobility should be prioritised over individual motorised transport through these measures. As part of this integration, cycling and Public Bike Sharing data and services must be**

*interoperable and easily available for public authorities; Hence to include cycling data and system processes in any work on EU wide ticketing standardisation;*

Or. en

**Amendment 57**  
**Angel Dzhambazki**

**Draft opinion**  
**Paragraph 5 d (new)**

*Draft opinion*

*Amendment*

***5d. Notes the results of the impact assessment<sup>1</sup> on the environmental effect Mobility Package I, published on 18 February 2021 by the European Commission, which show that the provision for the regular return of the vehicle to the Member State of establishment every eight weeks will result in up to 2,9 million tonnes of additional CO2 emissions in 2023, representing an increase of 4,6% on the international road transport emissions in 2023; emphasises that the Mobility Package as it stands is incompatible with the aims set by the Green Deal;***

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<sup>1</sup>

[https://ec.europa.eu/transport/modes/road/news/2021-02-mobility-package-i-studies\\_en](https://ec.europa.eu/transport/modes/road/news/2021-02-mobility-package-i-studies_en)

Or. en

**Amendment 58**  
**Angel Dzhambazki**

**Draft opinion**  
**Paragraph 5 e (new)**

*Draft opinion*

*Amendment*

**5e. Taking into account the objectives of the European Green Deal and the increase of 4,6 % on the international road transport emissions in 2023 that the Mobility Package I provision of the compulsory return of the vehicle to the Member State of establishment every eight weeks will generate; stresses the need to renew the debate on this provision in the Council and in the European Parliament; calls therefore on the Commission to find proper solutions in order to prevent the application of this provision in February 2022; stresses that the return of the vehicle provision in the mobility package is incompatible with the idea of a smart and sustainable mobility strategy;**

Or. en

**Amendment 59**  
**Angel Dzhambazki**

**Draft opinion**  
**Paragraph 5 f (new)**

*Draft opinion*

*Amendment*

**5f. Recalls the fact that 7 member states (Bulgaria, Poland, Hungary, Romania, Malta, Cyprus, Lithuania) have lodged complaints to the Court of Justice of the EU (ECJ) in regards to the Mobility Package thus questioning not only the environmental impact but also the legality of the provisions in the text.**

Or. en