AMENDMENTS
1 - 54

Draft opinion
Ondřej Kovařík
(PE646.912v01-00)

Artificial intelligence: questions of interpretation and application of international law in so far as the EU is affected in the areas of civil and military uses and of state authority outside the scope of criminal justice (2020/2013(INI))
Amendment 1
Ondřej Kovařík, Elsi Katainen, Caroline Nagtegaal, Izaskun Bilbao Barandica

Draft opinion
Recital 1 (new)

A. Whereas artificial intelligence (AI) is providing unprecedented opportunities to enhance the performance of the transport sector, by addressing the challenges of an increasing travel demand, safety and environmental concerns, while making all transport modes smarter, more efficient, and more comfortable;

Or. en

Amendment 2
Kateřina Konečná

Draft opinion
Paragraph 1

1. Welcomes the Commission’s White Paper on AI and supports the EU ambition to be one of the global AI leaders while strengthening cooperation with like-minded actors;

1. Welcomes the Commission’s White Paper on AI and supports the EU ambition to be one of the global AI leaders while strengthening cooperation with like-minded actors; highlights one of the key outcomes of the White Paper - AI systems should empower human beings and benefit all human beings;

Or. en

Amendment 3
Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Tom Berendsen, Tomasz Frankowski

Draft opinion
Paragraph 1
Draft opinion

1. Welcomes the Commission’s White Paper on AI and supports the EU ambition to be one of the global AI leaders while strengthening cooperation with like-minded actors; notes that addressing AI in defence at the European level is indispensable for the development of European capabilities;

Amendment

1. Welcomes the Commission’s White Paper on AI and supports the EU ambition to be one of the global AI leaders while strengthening cooperation with like-minded actors; notes that addressing AI in defence at the European level is indispensable for the development of European capabilities;

Or. en

Amendment 4
Angel Dzhambazki

Draft opinion
Paragraph 2

Draft opinion

2. Underlines that the EU should act as a global AI norm-setter in the areas of civil and military use and of state authority, with an effective strategy aimed at strengthening its influence on shaping global standards; calls on the Commission and the Member States to advocate for broader cooperation within the UN, OECD, G7, G20 and other international fora in order to promote the EU approach to AI, emphasising the fundamental rights, freedoms and values that are enshrined in the EU Treaties, the Charter of Fundamental Rights of the European Union and international human rights law;

Amendment

2. Supports the EU’s endeavours towards further developing its competitive advantages in the global AI sector; welcomes in particular, with regards to the areas of civil and military use and of state authority, increased efforts towards an effective strategy aimed at strengthening its influence on shaping global standards and diminishing Europe’s reliance on foreign data, which is essential to algorithm-based technologies; calls on the Commission and the Member States to advocate for broader cooperation within the UN, OECD, G7, G20 and other international fora in order to promote the exchange of best practices and most up-to-date developments with regards to AI and other next-generation technologies; stresses the importance of taking into consideration not only AI technologies but also considering other next-generation technologies, i.e. quantum computing, which are already being considered and represent the next leap of cross-sectoral technological
Amendment 5
Ondřej Kovařík, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti

Draft opinion
Paragraph 2

2. Underlines that the EU should act as a global AI norm-setter in the areas of civil and military use and of state authority, with an effective strategy aimed at strengthening its influence on shaping global standards; calls on the Commission and the Member States to advocate for broader cooperation within the UN, OECD, G7, G20 and other international fora in order to promote the EU approach to AI, emphasising the fundamental rights, freedoms and values that are enshrined in the EU Treaties, the Charter of Fundamental Rights of the European Union and international human rights law; with the increasing importance of research and development in the private sector, and massive investments from third countries such as the United States and China, Europe is facing competition and is, simultaneously, at risk of losing its strategic autonomy;

Or. en

Amendment 6
Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Tom Berendsen, Tomasz Frankowski

Draft opinion
Paragraph 2

2. Underlines that the EU should act as a global AI norm-setter in the areas of civil and military use and of state authority, with an effective strategy aimed at strengthening its influence on shaping global standards; calls on the Commission and the Member States to advocate for broader cooperation within the UN, OECD, G7, G20 and other international fora in order to promote the EU approach to AI, emphasising the fundamental rights, freedoms and values that are enshrined in the EU Treaties, the Charter of Fundamental Rights of the European Union and international human rights law;
2. Underlines that the EU should act as a global AI norm-setter in the areas of civil and military use and of state authority, with an effective strategy aimed at strengthening its influence on shaping global standards; calls on the Commission and the Member States to advocate for broader cooperation within the UN, OECD, G7, G20 and other international fora in order to promote the EU approach to AI, emphasising the fundamental rights, freedoms and values that are enshrined in the EU Treaties, the Charter of Fundamental Rights of the European Union and international human rights law; notes that autonomous weapon systems, as a particular category of AI in military domain, should be discussed and agreed internationally, specifically in the UN CCW forum;

Or. en

Amendment 7
Tilly Metz

Draft opinion
Paragraph 2

2. Underlines that the EU should act as a global AI norm-setter in the areas of civil and military use and of state authority, with an effective strategy aimed at strengthening its influence on shaping global standards; calls on the Commission and the Member States to advocate for broader cooperation within the UN, OECD, G7, G20 and other international fora in order to promote the EU approach to AI, emphasising the fundamental rights, freedoms and values that are enshrined in the EU Treaties, the Charter of
Draft opinion
Paragraph 2

2. Underlines that the EU should act as a global AI norm-setter in the areas of civil and military use and of state authority, with an effective strategy aimed at strengthening its influence on shaping global standards; calls on the Commission and the Member States to advocate for broader cooperation within the UN, OECD, G7, G20 and other international fora in order to promote the EU approach to AI, emphasising the fundamental rights, freedoms and values that are enshrined in the EU Treaties, the Charter of Fundamental Rights of the European Union and international human rights law;

Draft opinion
Paragraph 2 a (new)

2a. Takes note of the significant economic potential of AI applications; underlines that many investments into new technologies in the field of transport...
and mobility are market-driven, but dual-use commercial off-the-shelf technologies and products are often used in an innovative way for military purposes; highlights the importance of maintaining European competitiveness in this respect;

Amendment 10
Isabel García Muñoz, Josianne Cutajar

Draft opinion
Paragraph 3

Draft opinion

3. Believes that AI has changed and has helped the development of the transport sector through increasing automation and greater integration and connectivity of transport networks; underlines that automation and the integration of AI vary between transport modes;

Amendment

3. Believes that AI has changed and has helped the development of the transport sector through increasing automation and greater integration and connectivity of transport networks; stresses the need to boost artificial intelligence and digitalisation in the transport and logistics sector in order to address the obstacles to the creation of a true ‘Single European Transport Area’, as well as to enhance efficiency in the organisation and management of goods and passenger traffic flows, and to make better use of infrastructure and resources along the Trans-European Transport Network (TEN-T), in particular in cross-border sections; underlines that automation and the integration of AI vary between transport modes; believes that such integration should go hand in hand with a significant boosting of multimodality and the interoperability of all modes of transport in order to ensure and maintain fluidity in the EU supply chain;
Amendment 11
Tilly Metz

Draft opinion
Paragraph 3

3. Believes that AI has changed and has helped the development of the transport sector through increasing automation and greater integration and connectivity of transport networks; underlines that automation and the integration of AI vary between transport modes;

Amendment

3. Believes that AI has changed and has helped the development of the transport sector through increasing automation and greater integration and connectivity of transport networks; underlines that automation and the integration of AI vary between transport modes; stresses that when further developing AI technologies in the transport sector, there is a need to increase energy efficiency by promoting the use of renewable technologies and to consider the impact on the natural environment and human health;

Or. en

Amendment 12
Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Tom Berendsen, Tomasz Frankowski

Draft opinion
Paragraph 3

3. Believes that AI has changed and has helped the development of the transport sector through increasing automation and greater integration and connectivity of transport networks; underlines that automation and the integration of AI vary between transport modes;

Amendment

3. Believes that AI has changed and has helped the development of the transport sector through increasing automation and greater integration and connectivity of transport networks; underlines that automation and the integration of AI vary between transport modes; recognises the numerous possibilities of AI in the field of military logistics and mobility; takes note of the development of semiautonomous and autonomous vehicles, including aircraft, drones, ground vehicles, and naval
3. Believes that AI has changed and has helped the development of the transport sector through increasing automation and greater integration and connectivity of transport networks; underlines that automation and the integration of AI vary between transport modes; underlines that automation and the integration of AI vary not only between transport modes but also between national infrastructures in place throughout the Union; recalls the importance of due care and a human-centric approach for any action aimed towards full automation;

3. Believes that AI has changed and has helped the development of the transport sector through modernisations in automation and greater integration and connectivity of transport networks; underlines however, that automation and the integration of AI vary not only between transport modes but also between national infrastructures in place throughout the Union; recalls the importance of due care and a human-centric approach for any action aimed towards full automation;
efficiency and safety of transport;

Amendment 15
Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Tom Berendsen, Tomasz Frankowski

Draft opinion
Paragraph 3 a (new)

Draft opinion

3a. Emphasises the need for further European investments, research, and leadership in technologies with both high economic growth impact as well as significant dual-use potential; notes that considering the global competitive situation, this will require enablers and supporting infrastructure, including energy to hardware, software, network resources and services as well as ensuring the high quality and quantity of data; highlights the need for innovative cross-sectoral uses of data and cooperation between different ecosystem players in order to strengthen Europe’s industrial base on AI;

Amendment

3a. Recalls the continued importance of the human factor even in automated processes; notes the some effects experienced by workers in the automotive industry and the transport sector as a whole, as a consequence of the
introduction of AI technologies;

Amendment 17
Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Tom Berendsen, Tomasz Frankowski

Draft opinion
Paragraph 3 b (new)

3b. Highlights that the dual use potential in AI-enabled solutions needs to be taken into account when drafting standards for usage of AI in various areas of commercial and military sectors; calls for high ethical standards and policy to be included in developing defence technologies, products and operating principles; underlines the need for sufficient transparency and predictability, reliability of technology, high quality deployment and proper training of personnel using AI based systems;

Amendment 18
Ondřej Kovařík, Caroline Nagtegaal, Elsi Katainen, Izaskun Bilbao Barandica

Draft opinion
Paragraph 4

4. Recalls the benefits of the European Rail Traffic Management System (ERTMS), a seamless automatic train protection system replacing incompatible national ones, as regards reliability, capacity, costs, safety, speed and maintenance; supports its full deployment and its continuous establishment as a global automatic train protection (ATP)

4. Points out that the railway transport has been one of the first sectors to rely on AI since its emergence; recalls the benefits of the European Rail Traffic Management System (ERTMS), a seamless automatic train protection system replacing incompatible national ones, as regards reliability, capacity, costs, safety, speed and maintenance; supports its full
system; deployment and its continuous establishment as a global automatic train protection (ATP) system; notes the work of the Shift2Rail Joint Undertaking;

Amendment 19
Isabel García Muñoz

Draft opinion
Paragraph 4

4. Recalls the benefits of the European Rail Traffic Management System (ERTMS), a seamless automatic train protection system replacing incompatible national ones, as regards reliability, capacity, costs, safety, speed and maintenance; supports its full deployment and its continuous establishment as a global automatic train protection (ATP) system;

Amendment
4. Recalls the benefits of the European Rail Traffic Management System (ERTMS), a seamless automatic train protection system replacing incompatible national ones, the full deployment of which is key for the creation of a Single European Rail Area, as regards reliability, capacity, costs, safety, speed and maintenance; supports its full deployment and its continuous establishment as a global automatic train protection (ATP) system;

Or. es

Amendment 20
Isabel García Muñoz, Josianne Cutajar

Draft opinion
Paragraph 5

5. Supports the development and international standardisation of the automation of train operations; encourages the development of automated slot allocation in various transport modes and the use of AI in logistics and other areas of transport;

Amendment
5. Supports the development and international standardisation of the automation of train operations; encourages the development of automated slot allocation in various transport modes and the use of AI in logistics and other areas of transport; underlines the importance of
transport; boosting interoperability and multimodality at European and international level in order to optimally combine the various modes of transport and to ensure the proper functioning and security of the entire transport and logistics value chain;

Amendment 21
Josianne Cutajar, Isabel García Muñoz, Sara Cerdas

Draft opinion
Paragraph 5

Draft opinion

5. Supports the development and international standardisation of the automation of train operations; encourages the development of automated slot allocation in various transport modes and the use of AI in logistics and other areas of transport;

Amendment

5. Supports the development and international standardisation of the automation of train operations; encourages the development of automated slot allocation in various transport modes and the use of AI in logistics and other areas of transport, always in respect of the precautionary principle enshrined in Art. 191 of the TFEU;

Amendment 22
Angel Dzhambazki

Draft opinion
Paragraph 5

Draft opinion

5. Supports the development and international standardisation of the automation of train operations; encourages the development of automated slot allocation in various transport modes and the use of AI in logistics and other areas of transport;

Amendment

5. Supports the development and international standardisation of the automation of train operations; encourages the development of automated slot allocation in various transport modes and the use of AI in logistics and other areas of transport, in particular cross-border,
transport; where national infrastructures allow for it;

Or. en

Amendment 23
Maria Grapini

Draft opinion
Paragraph 5

Draft opinion

5. Supports the development and international standardisation of the automation of train operations; encourages the development of automated slot allocation in various transport modes and the use of AI in logistics and other areas of transport;

Amendment

5. Supports the development and international standardisation of the automation of train operations; encourages the development of automated slot allocation in various transport modes and the use of AI in logistics and other areas of transport to enhance transport safety and efficiency;

Or. ro

Amendment 24
Isabel García Muñoz, Josianne Cutajar

Draft opinion
Paragraph 6

Draft opinion

6. Welcomes the work of the Single European Sky ATM Research project (SESAR) in the area of unmanned aircraft systems and air traffic management systems, both civil and military; stresses that global interoperability and harmonisation constitute a sine qua non for a safe, functional and secure global air traffic management system; encourages the Commission and the Member States to promote SESAR internationally and to contribute to the work of international organisations such as ICAO or IATA in

Amendment

6. Welcomes the work of the Single European Sky ATM Research project (SESAR) in the area of unmanned aircraft systems and air traffic management systems, both civil and military; recalls that it is essential to bolster SESAR to help overcome the fragmentation of the Single European Sky; stresses that global interoperability and harmonisation, as well as the exchange of best practices and of lessons learned at European and international level, constitute a sine qua non for a safe, functional and secure global
this regard; air traffic management system; encourages the Commission and the Member States to promote SESAR internationally and to contribute to the work of international organisations such as ICAO or IATA in this regard;

Amendment 25
Angel Dzhambazki

Draft opinion
Paragraph 6

Draft opinion

6. Welcomes the work of the Single European Sky ATM Research project (SESAR) in the area of unmanned aircraft systems and air traffic management systems, both civil and military; stresses that global interoperability and harmonisation constitute a sine qua non for a safe, functional and secure global air traffic management system; encourages the Commission and the Member States to promote SESAR internationally and to contribute to the work of international organisations such as ICAO or IATA in this regard;

Amendment

6. Welcomes the work of the Single European Sky ATM Research project (SESAR) in the area of unmanned aircraft systems and air traffic management systems, both civil and military; stresses that global interoperability and harmonisation on a technical level constitutes a sine qua non for a safe, functional and secure global air traffic management system; encourages the Commission and the Member States to promote SESAR internationally and to contribute to the work of international organisations such as ICAO or IATA in this regard;

Amendment 26
Josianne Cutajar, Isabel Garcia Muñoz, Sara Cerdas, Maria Grapini

Draft opinion
Paragraph 6 a (new)

Draft opinion

6a. Recalls that both civil and military use of Unmanned Aerial Vehicles
(UAVs), commonly referred to as drones, has increased; highlights the potential, among other, that drone deliveries, drone inspections, and drone surveillance hold for citizens and society; urges the EU to cooperate on the international level to develop two separate set of international norms for civil and military drone use; stresses the need for the EU to be a norm-setter on UAV legislation, respecting the values enshrined in its Treaties;

Amendment 27
Ondřej Kovařík, Caroline Nagtegaal, Elsi Katainen, Izaskun Bilbao Barandica

Draft opinion
Paragraph 6 a (new)

6a. Recalls that autonomous vehicles have great potential to improve mobility, safety, and bring environmental benefits; welcomes in this regard the UNECE World Forum for Harmonization of Vehicle Regulations adopting the Framework Document for Automated Vehicles; notes the work of the new AI technical committee of the International Organization for Standardization;

Amendment 28
Ondřej Kovařík, Caroline Nagtegaal, Elsi Katainen, Izaskun Bilbao Barandica

Draft opinion
Paragraph 6 b (new)

6b. Calls on the European Commission to propose an effective
approach to ensure a clear international legal framework for the driver concept, and relevant issues of responsibility and liability, within the meaning of the UN Conventions and other international traffic laws;

Amendment 29
Tilly Metz

Draft opinion
Paragraph 7

Draft opinion

7. Calls on the Commission and the Member States to participate in the international regulatory activities and discussions on autonomous vehicles, especially in the area of safety, while ensuring cooperation among regulators and vehicle manufacturers relevant to the deployment of automated vehicles in road traffic in the EU; calls for standardised geographic input data and stresses the need for accuracy of such data;

Amendment

7. Calls on the Commission and the Member States to participate in the international regulatory activities and discussions on autonomous vehicles, especially in the area of safety and liability, while ensuring cooperation among regulators, vehicle manufacturers and road safety organisations relevant to the deployment of automated vehicles in road traffic in the EU; calls for standardised and interoperable geographic input data and stresses the need for accuracy of such data and a secure and anonymised transmission of the data in accordance with the Regulation (EU) 2016/679 of the European Parliament and of the Council; underlines the importance of an ethical and regulatory framework which needs to include provisions on the quality of data sets used in algorithmic systems, on the de-biasing of datasets, as well as on the algorithms themselves and on data and aggregation standards;

Amendment 30
Julie Lechanteux, Philippe Olivier
7. Calls on the Commission and the Member States to participate in the international regulatory activities and discussions on autonomous vehicles, especially in the area of safety, while ensuring cooperation among regulators and vehicle manufacturers relevant to the deployment of automated vehicles in road traffic in the EU; calls for standardised geographic input data and stresses the need for accuracy of such data;
for accuracy of such data;

Or. en

Amendment 32
Isabel García Muñoz, Josianne Cutajar

Draft opinion
Paragraph 7

7. Calls on the Commission and the Member States to participate in the international regulatory activities and discussions on autonomous vehicles, especially in the area of safety, while ensuring cooperation among regulators and vehicle manufacturers relevant to the deployment of automated vehicles in road traffic in the EU; calls for standardised geographic input data and stresses the need for accuracy of such data;

Or. es

Amendment 33
Sara Cerdas

Draft opinion
Paragraph 7 a (new)

7a. Urges the Commission establish an exchange good practices between Member States; calls on it also to continue to promote AI research in the field of transport;

Or. pt
Amendment 34
Angel Dzhambazki

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7a. Further welcomes any attempts by Member States for improving national infrastructures and supporting the establishment of supervisory mechanisms in order to ensure safety and oversight;

Or. en

Amendment 35
Josianne Cutajar, Isabel García Muñoz, Sara Cerdas, Maria Grapini

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7a. Notes that the deployment of AI in transport, in particular where civil and military uses are interlinked, should be compliant with EU data protection and privacy law;

Or. en

Amendment 36
Josianne Cutajar, Isabel García Muñoz, Sara Cerdas, Maria Grapini

Draft opinion
Paragraph 8

Draft opinion

Amendment

8. Recalls the current comprehensive discussions in the International Maritime Organization on integrating new and emerging technologies, such as autonomous ships, in the regulatory
framework; underlines the importance of upskilling/reskilling programs for the workforce in the maritime sector as digital expertise and capabilities will be essential in driving the sector forward, ensuring Europe maintains its global leadership status and protects employment;

Amendment 37
Angel Dzhambazki

Draft opinion
Paragraph 8

Draft opinion

8. Recalls the current comprehensive discussions in the International Maritime Organization on integrating new and emerging technologies, such as autonomous ships, in the regulatory framework;

Amendment

8. Recalls the current comprehensive discussions in the International Maritime Organization on effectively integrating new and emerging technologies where appropriate, such as autonomous ships, in the regulatory framework; recalls the importance of supporting and complementing where appropriate national efforts aimed towards improving and modernising existing infrastructure and resources, in accordance with Member States;

Amendment 38
Ondřej Kovařík, Caroline Nagtegaal, Elsi Katainen, Izaskun Bilbao Barandica

Draft opinion
Paragraph 8

Draft opinion

8. Recalls the current comprehensive discussions in the International Maritime Organization on integrating new and emerging technologies, such as

Amendment

8. Points out that the global shipping industry has greatly changed thanks to AI integration in the most recent years; recalls the current comprehensive
autonomous ships, in the regulatory framework; discussions in the International Maritime Organization on integrating new and emerging technologies, such as autonomous ships, in the regulatory framework;

Amendment 39
Josianne Cutajar, Isabel García Muñoz, Sara Cerdas, Maria Grapini

Draft opinion
Paragraph 9

Draft opinion

9. Stresses how intelligent transport systems mitigate traffic congestion and contribute to improving efficiency and mobility solutions; draws attention to the increased exposure of traditional transport networks to cyber threats;

Amendment

9. Stresses how intelligent transport systems mitigate traffic congestion and contribute to improving efficiency and mobility solutions; draws attention to the increased exposure of traditional transport networks to cyber threats and underlines the importance of ensuring control by local traffic management authorities over traffic data and ITS systems to reduce cyber threats to the minimum; calls on Member States to monitor the correct implementation of the 2016 NIS Directive and cooperate among each other in an effort to develop a resilient EU cyber defence network for transport;

9. Stresses how intelligent transport systems mitigate traffic congestion and contribute to improving efficiency and mobility solutions; draws attention to the increased exposure of traditional transport networks to cyber threats; points to the need for more effective transport AI data protection and calls on the Commission to continue working with Member States on data security and protection;

Or. pt

Amendment 41
Angel Dzhambazki

9. Stresses how intelligent transport systems mitigate traffic congestion and contribute to improving efficiency and mobility solutions; draws attention to the increased exposure of traditional transport networks to cyber threats; recalls the importance of a human-centric approach and further research and development of cyber-security software and other protective measures to ensure the safety of automated systems;

Or. en

Amendment 42
Tilly Metz
9. Stresses how intelligent transport systems mitigate traffic congestion and contribute to improving efficiency and mobility solutions; draws attention to the increased exposure of traditional transport networks to cyber threats;

9. Stresses how intelligent transport systems *can* mitigate traffic congestion, *increase safety and accessibility* and contribute to improving efficiency and mobility solutions; draws attention to the increased exposure of traditional transport networks to cyber threats and underlines in that regard that the security risks of intelligent transport systems and autonomous vehicles need to be addressed;

Or. en

Amendment 43
Isabel García Muñoz

Draft opinion
Paragraph 9

Draft opinion

9. Stresses how intelligent transport systems mitigate traffic congestion and contribute to improving efficiency and mobility solutions; draws attention to the increased exposure of traditional transport networks to cyber threats;

Amendment

9. Stresses how intelligent transport systems *mitigate traffic congestion, improve the management of traffic flows* and contribute to improving efficiency, *safety* and mobility solutions; draws attention to the increased exposure of traditional transport networks to cyber threats; *calls for increased efforts and resources to address these new challenges at EU level*;

Or. es

Amendment 44
Ondřej Kovařík, Caroline Nagtegaal, Elsi Katainen, Izaskun Bilbao Barandica, Nicola Danti

Draft opinion
Paragraph 9
Draft opinion

9. Stresses how intelligent transport systems mitigate traffic congestion and contribute to improving efficiency and mobility solutions; draws attention to the increased exposure of traditional transport networks to cyber threats; welcomes the Commission’s intention to include cybersecurity as a regular agenda item for discussion within transport related international organisations;

Amendment

9. Stresses how intelligent transport systems mitigate traffic congestion and contribute to improving efficiency and mobility solutions; draws attention to the increased exposure of traditional transport networks to cyber threats; welcomes the Commission’s intention to include cybersecurity as a regular agenda item for discussion within transport related international organisations;

Or. en

Amendment 45
Ondřej Kovařík, Caroline Nagtegaal, Izaskun Bilbao Barandica

Draft opinion
Paragraph 9 a (new)

Draft opinion

9a. Supports the use of machine learning AI using big data for the optimization of long term performance, maintenance, failure prediction and construction planning of transport infrastructure and buildings, including factors such as safety energy efficiency or costs;

Amendment

9a. Supports the use of machine learning AI using big data for the optimization of long term performance, maintenance, failure prediction and construction planning of transport infrastructure and buildings, including factors such as safety energy efficiency or costs;

Or. en

Amendment 46
Tilly Metz

Draft opinion
Paragraph 10

Draft opinion

10. Welcomes the efforts to introduce AI systems in the public sector and will

Amendment

10. Welcomes the efforts to introduce AI systems in the public sector and will
support further discussions on AI deployment in transport; calls on the Commission to carry out an evaluation of the transport sector and to compile a non-exhaustive list of high-risk segments in the context of AI systems replacing public decisions in this area; support further discussions on AI deployment in transport; underlines that transport modes for which traffic control is already well established, such as public transport, should be prioritised when developing autonomous driving; calls on the Commission to carry out an evaluation of the transport sector and to compile a non-exhaustive list of high-risk segments in the context of AI systems replacing public decisions in this area;

Amendment 47
Angel Dzhambazki

Draft opinion
Paragraph 10

Draft opinion

10. Welcomes the efforts to introduce AI systems in the public sector and will support further discussions on AI deployment in transport; calls on the Commission to carry out an evaluation of the transport sector and to compile a non-exhaustive list of high-risk segments in the context of AI systems replacing public decisions in this area;

10. Welcomes the efforts to introduce AI systems in the public sector and will support further discussions on AI deployment in transport; calls on the Commission to carry out an evaluation of the use of AI and similar technologies in the transport sector and to compile a non-exhaustive list of high-risk segments in the context of AI systems possibly replacing public decisions in this area;

Amendment 48
Kateřina Konečná

Draft opinion
Paragraph 11

Draft opinion

11. Underlines that the European Defence Fund and Permanent Structured

Amendment

11. Underlines that the European Defence Fund and Permanent Structured
Cooperation should stimulate cooperation between Member States and European defence industries to develop new European defence capabilities in the field of AI and ensure security of supply, taking ethical considerations into account; recalls, moreover, that the next Connecting Europe Facility, which also encourages smart infrastructure, will provide for a fund for the development of civilian/military dual-use transport infrastructure with a view to improving military mobility within the Union.

Amendment 49
Tilly Metz

Draft opinion
Paragraph 11

11. Underlines that the European Defence Fund and Permanent Structured Cooperation should stimulate cooperation between Member States and European defence industries to develop new European defence capabilities in the field of AI and ensure security of supply, taking ethical considerations into account; recalls, moreover, that the next Connecting Europe Facility, which also encourages smart infrastructure, will provide for a fund for the development of civilian/military dual-use transport infrastructure with a view to improving military mobility within the Union.
international humanitarian law and laws concerning armed conflicts.

Draft opinion
Paragraph 11

11. Underlines that the European Defence Fund and Permanent Structured Cooperation should stimulate cooperation between Member States and European defence industries to develop new European defence capabilities in the field of AI and ensure security of supply, taking ethical considerations into account; recalls, moreover, that the next Connecting Europe Facility, which also encourages smart infrastructure, will provide for a fund for the development of civilian/military dual-use transport infrastructure with a view to improving military mobility within the Union.

Amendment

Draft opinion
Paragraph 11

11. Underlines that the European Defence Fund and Permanent Structured Cooperation should stimulate cooperation between Member States and European defence industries to develop new European defence capabilities in the field of AI and ensure security of supply, taking ethical considerations into account; emphasises the need to avoid fragmentation by building bridges between various actors and application domains by promoting compatibility and interoperability in all levels and by focusing on common architectural level work and platform solutions; recalls, moreover, that the next Connecting Europe Facility, which also encourages smart infrastructure, will provide for a fund for the development of civilian/military dual-use transport infrastructure with a view to improving military mobility within the Union.

Amendment 51
Isabel García Muñoz
Draft opinion
Paragraph 11
11. Underlines that the European Defence Fund and Permanent Structured Cooperation should stimulate cooperation between Member States and European defence industries to develop new European defence capabilities in the field of AI and ensure security of supply, taking ethical considerations into account; recalls, moreover, that the next Connecting Europe Facility, which also encourages smart infrastructure, will provide for a fund for the development of civilian/military dual-use transport infrastructure with a view to improving military mobility within the Union.

Draft opinion

Amendment

11. Underlines that the European Defence Fund and Permanent Structured Cooperation should stimulate cooperation between Member States and European defence industries to develop new European defence capabilities in the field of AI and ensure security of supply, taking ethical considerations into account; recalls, moreover, that the next Connecting Europe Facility, which also encourages smart infrastructure, will provide for a fund for the adaptation and development of transport infrastructure for civilian/military dual-use with a view to increasing synergies between defence needs and the Trans-European Transport Network (TEN-T) and improving military mobility within the Union.

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Or. es

Amendment 52

Ondřej Kovařík, Caroline Nagtegaal

Draft opinion

Paragraph 11 a (new)

Draft opinion

Amendment

11a. Points out that the effective transportation of goods, ammunition, armaments, and troops is an essential component of successful military operations; stresses that AI is expected to play a crucial role in the military
logistics and transport; points out that different countries across the world, including European Members States, are embedding AI weapons and other systems used on land, naval, airborne platforms; recalls that AI application in the transport sector could provide for new capabilities and allow new form of tactics, like the combination of many systems such as drones, unmanned boats or tanks in an independent and coordinated operation.

Amendment 53
Josianne Cutajar, Isabel García Muñoz, Sara Cerdas, Maria Grapini

Draft opinion
Paragraph 11 a (new)

Draft opinion

Amendment

11a. Draws attention to the ongoing international debate on Lethal Autonomous Weapons Systems (LAWS); calls on the EU to carefully assess and analyse the interaction between LAWS and transport infrastructure due to safety and privacy implications, amongst others.

Amendment 54
Ondřej Kovařík, Caroline Nagtegaal

Draft opinion
Paragraph 11 b (new)

Draft opinion

Amendment

11b. Recalls that an international agreement to regulate emerging military technologies, such as lethal autonomous weapons systems (LAWS), has so far failed to be reached and points out the
EU, as a whole, has only recently agreed to discuss on the effects of AI developments and digitalisation on the defence sector; believes that the EU can play a crucial role in helping Member States in harmonising their approach to military AI, in order to lead the international discussions.

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