



**2019/2192(INI)**

28.9.2020

# **AMENDMENTS**

## **1 - 402**

**Draft report**  
**Jens Gieseke**  
(PE646.914v01-00)

Revision of the Trans-European Transport Network (TEN-T) guidelines  
(2019/2192(INI))



**Amendment 1**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**

**Citation 2 a (new)**

*Motion for a resolution*

*Amendment*

- *having regard to its resolution of 19 June 2020 on transport and tourism in 2020 and beyond;*

Or. en

**Amendment 2**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**

**Citation 2 b (new)**

*Motion for a resolution*

*Amendment*

- *having regard to Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on General Safety;*

Or. en

**Amendment 3**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**

**Citation 2 c (new)**

*Motion for a resolution*

*Amendment*

- *having regard to Directive (EU) 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management;*

**Amendment 4**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Citation 5 a (new)**

*Motion for a resolution*

*Amendment*

- ***having regard to the European Climate Law<sup>1a</sup> and the emission reduction and climate neutrality targets therein;***

---

***<sup>1a</sup> Regulation(EU)2020/XXX establishing the framework for achieving climate neutrality***

Or. en

**Amendment 5**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Citation 5 b (new)**

*Motion for a resolution*

*Amendment*

- ***having regard to its resolution of 28 November 2019 on the Climate and environmental emergency<sup>1a</sup>;***

---

***<sup>1a</sup>  
[https://www.europarl.europa.eu/doceo/document/TA-9-2019-0078\\_EN.html](https://www.europarl.europa.eu/doceo/document/TA-9-2019-0078_EN.html)***

Or. en

**Amendment 6**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Citation 7 a (new)**

*Motion for a resolution*

*Amendment*

- **having regard to Special Report 13/2017 of the European Court of Auditors of 3 October 2017 entitled "A single European rail traffic management system: will the political choice ever become reality?"<sup>1a</sup>**

---

*1a*

***[https://www.eca.europa.eu/Lists/ECADocuments/SR17\\_13/SR\\_ERTMS\\_RAIL\\_EN.pdf](https://www.eca.europa.eu/Lists/ECADocuments/SR17_13/SR_ERTMS_RAIL_EN.pdf)***

Or. en

**Amendment 7**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, César Luena**

**Motion for a resolution**

**Recital A**

*Motion for a resolution*

A. whereas up-to-date multimodal transport infrastructure **is** fundamental for the **functioning** of the internal market and the connection and competitiveness of the EU, and as an enabler of sustainable, smart and safe mobility;

*Amendment*

A. whereas up-to-date multimodal transport infrastructure **and future-oriented logistics are** fundamental for the **well-functioning** of the internal market and the connection and competitiveness of the EU, and as an enabler of sustainable, smart, **efficient, interoperable** and safe mobility;

Or. en

**Amendment 8**

**Jakop G. Dalunde**

**Motion for a resolution**

**Recital A**

*Motion for a resolution*

A. whereas up-to-date multimodal

*Amendment*

A. whereas up-to-date, **sustainable**

transport infrastructure is fundamental for the functioning of the internal market and the connection and competitiveness of the EU, and as an enabler of sustainable, smart and safe mobility;

**and accessible** multimodal transport infrastructure is fundamental for the functioning of the internal market and the connection and competitiveness of the EU, and as an enabler of sustainable, smart and safe mobility;

Or. en

## **Amendment 9** **Maria Grapini**

### **Motion for a resolution** **Recital A**

#### *Motion for a resolution*

A. whereas up-to-date multimodal transport infrastructure is fundamental for the functioning of the internal market and the connection and competitiveness of the EU, and as an enabler of sustainable, smart and safe mobility;

#### *Amendment*

A. whereas up-to-date multimodal transport infrastructure is fundamental for the functioning of the internal market and the connection and competitiveness of the EU **and of SMEs**, and as an enabler of sustainable, smart and safe mobility;

Or. ro

## **Amendment 10** **Jens Gieseke**

### **Motion for a resolution** **Recital A**

#### *Motion for a resolution*

A. whereas up-to-date multimodal transport infrastructure is fundamental for the functioning of the internal market and the connection and competitiveness of the EU, and as an enabler of sustainable, smart and safe mobility;

#### *Amendment*

A. whereas up-to-date multimodal transport infrastructure is fundamental for the functioning of the internal market and the connection and competitiveness of the EU, and as an enabler of sustainable, **affordable**, smart and safe mobility;

Or. en

## **Amendment 11**

**Valter Flego**

**Motion for a resolution**

**Recital A**

*Motion for a resolution*

A. whereas up-to-date multimodal transport infrastructure is fundamental for the functioning of the internal market and the connection and competitiveness of the EU, and as an enabler of sustainable, smart and safe mobility;

*Amendment*

A. whereas up-to-date multimodal transport infrastructure is fundamental for the functioning of the internal market and the connection and competitiveness of the EU, and as an enabler of **efficient**, sustainable, smart and safe mobility; ***in this regard multimodal transport links between ports, airports, railways and roads should be prioritized to drive forward the EU economy in post COVID-19 period;***

Or. en

**Amendment 12**

**Jakop G. Dalunde**

**Motion for a resolution**

**Recital A a (new)**

*Motion for a resolution*

*Amendment*

***A a. whereas the EU has committed itself in the European Climate Law<sup>1b</sup> to achieve climate neutrality by 2050 at the latest;***

---

***<sup>1b</sup> Regulation(EU)2020/XXX establishing the framework for achieving climate neutrality***

Or. en

**Amendment 13**

**Jakop G. Dalunde**

**Motion for a resolution**

**Recital A b (new)**

*Motion for a resolution*

*Amendment*

***A b. whereas that target entails at least 90 % reduction of greenhouse gas emissions from transport by 2050 at the latest;***

Or. en

**Amendment 14**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Recital A c (new)**

*Motion for a resolution*

*Amendment*

***A c. whereas the Trans-European Transport Network (TEN-T) and the specific infrastructures developed therein is a requirement for achieving those emission targets, namely enabling the shift to climate friendly transport modes, such as rail;***

Or. en

**Amendment 15**  
**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena, Josianne Cutajar**

**Motion for a resolution**  
**Recital B**

*Motion for a resolution*

*Amendment*

B. whereas the Trans-European Transport Network (TEN-T) ensures economic, social and territorial cohesion and accessibility across the EU and its regions, thus stimulating economic growth and ***employment***, fostering digitalisation, tackling climate change and enhancing resilience;

B. whereas the Trans-European Transport Network (TEN-T) ensures economic, social and territorial cohesion and accessibility across the EU and its regions, ***including remote, outermost, insular, peripheral, mountainous and sparsely populated ones***, thus stimulating economic growth and ***job creation***, fostering digitalisation ***and innovation***,



tackling climate change and enhancing resilience;

Or. en

**Amendment 16**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Recital B**

*Motion for a resolution*

B. whereas the Trans-European Transport Network (TEN-T) ensures economic, social and territorial cohesion and accessibility across the EU and its regions, thus stimulating economic growth and employment, fostering digitalisation, tackling climate change and enhancing resilience;

*Amendment*

B. whereas the Trans-European Transport Network (TEN-T) ensures economic, social and territorial cohesion and accessibility across the EU and its regions, thus stimulating economic growth and employment, ***guaranteeing the uninterrupted and secure supply of essential goods***, fostering digitalisation, tackling climate change and enhancing ***adaptability and*** resilience;

Or. nl

**Amendment 17**  
**Elena Kountoura**

**Motion for a resolution**  
**Recital B**

*Motion for a resolution*

B. whereas the Trans-European Transport Network (TEN-T) ***ensures*** economic, social and territorial cohesion and accessibility across the EU and its regions, thus stimulating economic growth and employment, fostering digitalisation, tackling climate change ***and*** enhancing resilience;

*Amendment*

B. whereas ***the role of*** the Trans-European Transport Network (TEN-T) ***should be to ensure*** economic, social and territorial cohesion and accessibility across the EU and its regions, thus stimulating economic growth and employment, fostering digitalisation, tackling climate change, enhancing resilience ***and reducing inequalities***;

Or. en

## Amendment 18

Andor Deli

### Motion for a resolution

#### Recital B

##### *Motion for a resolution*

B. whereas the Trans-European Transport Network (TEN-T) ensures economic, social and territorial cohesion and accessibility across the EU and its regions, thus stimulating economic growth and employment, fostering digitalisation, tackling climate change **and** enhancing resilience;

##### *Amendment*

B. whereas the Trans-European Transport Network (TEN-T) ensures economic, social and territorial cohesion and accessibility across the EU and its regions, thus stimulating economic growth and employment, fostering digitalisation, tackling climate change, enhancing resilience, ***further on it plays a key role in achieving the EU's political goals in enlargement and neighbourhood policies, helping the Western Balkans candidate countries' deeper integration into the Single Market, accelerating their accession and fostering resilience and stabilisation in the region, thus contributing to the achievements of the Berlin process;***

Or. en

## Amendment 19

Elena Kountoura

### Motion for a resolution

#### Recital B a (new)

##### *Motion for a resolution*

##### *Amendment*

***B a. whereas maintaining, within the TEN-T, close transport links with third countries and of further integrating the Western Balkans is of significant importance for the EU;***

Or. en

**Amendment 20**  
**Cláudia Monteiro de Aguiar**

**Motion for a resolution**  
**Recital B a (new)**

*Motion for a resolution*

*Amendment*

***Ba. Recognition of the specific characteristics of the outermost regions is particularly important in the context of the European transport policy, given these regions' remoteness from continental Europe, their double insularity and their accessibility issues, which cause additional delays and costs in passenger and freight transport;***

Or. pt

**Amendment 21**  
**Deirdre Clune**

**Motion for a resolution**  
**Recital B a (new)**

*Motion for a resolution*

*Amendment*

***B a. whereas the continued support for transport investment projects therefore becomes even more important in the context of Brexit to ensure continued connectivity between all EU Member States and to avoid that any Member State becomes isolated as a result of Brexit;***

Or. en

**Amendment 22**  
**Izaskun Bilbao Barandica**

**Motion for a resolution**  
**Recital B a (new)**

*Motion for a resolution*

*Amendment*

***Ba. whereas the full implementation of the core and comprehensive network is vital for reducing greenhouse gas emissions and consequently is a key aspect of EU policies against climate change;***

Or. es

**Amendment 23**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena, Josianne Cutajar**

**Motion for a resolution**

**Recital B a (new)**

*Motion for a resolution*

*Amendment*

***B a. whereas multimodal transport links between ports, airports, multimodal platforms and the core TEN-T corridors as well as the pre-identified sections, should be prioritised to drive forward the EU's economy and job creation;***

Or. en

**Amendment 24**

**Izaskun Bilbao Barandica**

**Motion for a resolution**

**Recital B b (new)**

*Motion for a resolution*

*Amendment*

***Bb. whereas the full implementation of TEN-T is essential for cohesion policy and whereas the Common Provisions Regulation and the Code of Conduct on Partnership 2014 facilitate a better implementation of the partnership principle and thus better participation by local entities and regions in European projects;***

Or. es

**Amendment 25**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**

**Recital B b (new)**

*Motion for a resolution*

*Amendment*

***B b. whereas the completion of the Trans-European Transport Network (TEN-T) is crucial to advancing towards more sustainable modes of transport, such as rail and inland waterways, and the deployment of alternative fuels in line with the goals of the European Green Deal;***

Or. en

**Amendment 26**

**Izaskun Bilbao Barandica**

**Motion for a resolution**

**Recital B c (new)**

*Motion for a resolution*

*Amendment*

***Bc. whereas the involvement of local and regional authorities has been decisive in mitigating some delays in the implementation of the core network and whereas new co-governance formulas have been developed to favour such regional involvement such as inter-agency or inter-departmental awarding of contracts;***

Or. es

**Amendment 27**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Recital B c (new)**

*Motion for a resolution*

*Amendment*

***B c. whereas the Trans-European Transport Network (TEN-T) is the key instrument that supports the completion of priority railway infrastructure projects in the EU, including the deployment of ERTMS;***

Or. en

**Amendment 28**

**Massimiliano Salini, Marian-Jean Marinescu, Gheorghe Falcă, Cláudia Monteiro de Aguiar, Elżbieta Katarzyna Łukacijewska, Giuseppe Milazzo, Tom Berendsen, Elissavet Vozemberg-Vrionidi**

**Motion for a resolution**  
**Recital C**

*Motion for a resolution*

*Amendment*

C. whereas the Member States ***have committed to completing*** the TEN-T core network by 2030 and the comprehensive network by 2050;

C. whereas ***the ongoing negotiations on the CEF funding over the next 7 years should take into due consideration the commitment of*** the Member States ***to complete*** the TEN-T core network by 2030 and the comprehensive network by 2050;

Or. en

**Amendment 29**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Recital C**

*Motion for a resolution*

*Amendment*

C. whereas the Member States have committed to completing the TEN-T core network by 2030 and the comprehensive network by 2050;

C. whereas the Member States have committed to completing the TEN-T core network by 2030 and the comprehensive network by 2050 ***and whereas Member***

*States should transpose these commitments correctly into national law and develop national transport plans to apply and comply with European legislation on due time;*

Or. en

**Amendment 30**  
**Elena Kountoura**

**Motion for a resolution**  
**Recital C**

*Motion for a resolution*

C. whereas the Member States have committed to completing the TEN-T core network by 2030 and the comprehensive network by 2050;

*Amendment*

C. whereas the Member States have committed to completing the TEN-T core network by 2030 and the comprehensive network by 2050; *whereas these targets are not likely to be met;*

Or. en

**Amendment 31**  
**Magdalena Adamowicz**

**Motion for a resolution**  
**Recital C a (new)**

*Motion for a resolution*

*Amendment*

*C a. whereas the implementation of the TEN-T network should be guided by the principle of equal treatment of the corridors without favouring some at the expense of others;*

Or. en

**Amendment 32**  
**Carles Puigdemont i Casamajó**

**Motion for a resolution**

**Recital C a (new)**

*Motion for a resolution*

*Amendment*

***C a. whereas the Union is still developing a complete harmonisation of transport legal frameworks, as envisaged in the approval of the Mobility Package;***

Or. en

**Amendment 33**

**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

**Motion for a resolution**

**Recital C a (new)**

*Motion for a resolution*

*Amendment*

***C a. Whereas the timely completion of the TEN-T network seems at the current pace compromised, especially with significant delays for cross-border projects and missing links, due to financial, operational and administrative difficulties encountered by project promoters;***

Or. en

**Amendment 34**

**Izaskun Bilbao Barandica**

**Motion for a resolution**

**Recital C a (new)**

*Motion for a resolution*

*Amendment*

***Ca. whereas the 2018 report by the Court of Auditors of the European Union highlighted the scant impetus given to and interest shown in TEN-T by the Member States in their respective countries;***

Or. es



**Amendment 35**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Recital C a (new)**

*Motion for a resolution*

*Amendment*

***C a. whereas the European Court of Auditors (ECA) have warned that the completion of the core network is far behind schedule and will not be completed by the 2030 deadline, including the full deployment of ERTMS;***

Or. en

**Amendment 36**  
**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**  
**Recital C a (new)**

*Motion for a resolution*

*Amendment*

***C a. whereas the resources allocated for completing the TEN-T into the framework of the CEF Programme have been heavily decreased, especially after the Council agreement as adopted last July, and the amount of 10 billion euro of the general chapter is not sufficient to complete the missing links of the TEN-T Network;***

Or. en

**Amendment 37**  
**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**  
**Recital C b (new)**

*Motion for a resolution*

*Amendment*

***C b. whereas the Council has proposed to further reduce the general chapter available for the EU27 Member States, partially pre-allocating its funds to the Cohesion Member States;***

Or. en

**Amendment 38**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Recital C b (new)**

*Motion for a resolution*

*Amendment*

***C b. whereas the ECA lists the lack of Commission oversight as the primary reason for this delay;***

Or. en

**Amendment 39**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Recital C c (new)**

*Motion for a resolution*

*Amendment*

***C c. whereas 40% of the Union territory are border regions and nearly one third of its population lives therein;***

Or. en

**Amendment 40**  
**Elena Kountoura**

**Motion for a resolution**  
**Recital D**

*Motion for a resolution*

*Amendment*

D. whereas the TEN-T policy should ***promote*** the EU-wide deployment of innovative transport solutions, low-emission mobility solutions and alternative fuels;

D. whereas the TEN-T policy should ***contribute to the EU climate goals in line with the Green Deal by promoting*** the EU-wide deployment ***in line with*** innovative transport solutions, low-emission mobility solutions, ***in particular zero-emission solutions*** and alternative fuels;

Or. en

#### Amendment 41

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luen, Josianne Cutajar**

#### Motion for a resolution

##### Recital D

###### *Motion for a resolution*

D. whereas the TEN-T policy should promote the EU-wide deployment of innovative transport solutions, ***low-emission*** mobility solutions and alternative fuels;

###### *Amendment*

D. whereas the TEN-T policy should promote the EU-wide deployment of innovative transport solutions, ***low and zero emission*** mobility solutions, ***intelligent transport systems (ITS), charging and refuelling infrastructure*** and alternative fuels; ***whereas innovation and digitalisation of the TEN-T requires additional investment***;

Or. en

#### Amendment 42

**Jakop G. Dalunde**

#### Motion for a resolution

##### Recital D

###### *Motion for a resolution*

D. whereas the TEN-T policy should promote the EU-wide deployment of innovative transport solutions, ***low-emission*** mobility solutions and alternative fuels;

###### *Amendment*

D. whereas the TEN-T policy should promote the EU-wide deployment of innovative transport solutions, ***zero-emission*** mobility solutions and ***fully renewables-based and sustainable*** alternative fuels;

#### Amendment 43

**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

#### Motion for a resolution

##### Recital D

##### *Motion for a resolution*

D. whereas the TEN-T policy should promote the EU-wide deployment of innovative transport solutions, low-emission mobility solutions and alternative fuels;

##### *Amendment*

D. whereas the TEN-T policy should promote the EU-wide deployment of innovative transport solutions, **modal shift**, low-emission mobility solutions and alternative fuels;

Or. en

#### Amendment 44

**Sara Cerdas**

#### Motion for a resolution

##### Recital D

##### *Motion for a resolution*

D. whereas the TEN-T policy should promote the EU-wide deployment of innovative transport solutions, low-emission mobility solutions and alternative fuels;

##### *Amendment*

D. whereas the TEN-T policy should promote the EU-wide deployment of innovative, **accessible** transport solutions, **smart, intermodal**, low-emission mobility solutions and alternative fuels;

Or. pt

#### Amendment 45

**Carlo Fidanza**

#### Motion for a resolution

##### Recital D

##### *Motion for a resolution*

D. whereas the TEN-T policy should promote the EU-wide deployment of

##### *Amendment*

D. whereas the TEN-T policy should promote the EU-wide deployment of

innovative transport solutions, low-emission mobility solutions and alternative fuels;

innovative, ***intermodal and digitalised*** transport solutions, low-emission mobility solutions and alternative fuels;

Or. en

#### **Amendment 46**

**Barbara Thaler**

#### **Motion for a resolution**

##### **Recital D a (new)**

*Motion for a resolution*

*Amendment*

***Da. whereas the Trans-European Transport Network (TEN-T) is the engine driving the completion of a single European transport area;***

Or. de

#### **Amendment 47**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena, Josianne Cutajar**

#### **Motion for a resolution**

##### **Recital D a (new)**

*Motion for a resolution*

*Amendment*

***D a. whereas the Trans-European Transport Network is key to ensure the continuous flow of goods and the supply of essential goods to the Union's population; whereas transport infrastructure is an enabler of socio-economic growth and recovery; whereas investment is key to improve the quality, sustainability, innovation and resilience of transport infrastructure, in particular to climate change and natural disasters and systematic shocks, such as sanitary and health crisis;***

Or. en

**Amendment 48**  
**Elena Kountoura**

**Motion for a resolution**  
**Recital D a (new)**

*Motion for a resolution*

*Amendment*

***D a. whereas remote, insular and rural regions, regions in transition towards a climate neutral economy and less developed European regions face important challenges as regards territorial cohesion and can benefit greatly by synergies in completing the TEN-T core and comprehensive networks;***

Or. en

**Amendment 49**  
**Tomasz Piotr Poręba, Andor Deli, Petar Vitanov, Petras Auštrevičius, Marian-Jean Marinescu**

**Motion for a resolution**  
**Recital D a (new)**

*Motion for a resolution*

*Amendment*

***D a. whereas north-south transport corridors within the European TEN-T network in Central and Eastern Europe are far less developed compared to east-west network weakening therefore economic development of the counties and limiting access to new opportunities and particularly to employment in SMEs, start-ups, trade exchange, science, research and technologies, as well as to road safety and reduction of transport costs;***

Or. en

**Amendment 50**

**Carles Puigdemont i Casamajó**

**Motion for a resolution**  
**Recital D a (new)**

*Motion for a resolution*

*Amendment*

***D a. whereas the TEN-T is also opening itself towards neighbouring regions, such as the Mediterranean countries that are not members of the Union, with, inter alia, the project of Mediterranean and Trans-European Networks for Transport (MEDA TEN-T), intended to increase knowledge about transport and the connectivity of transport networks in the Mediterranean region through the creation of a network of transport experts in the entire Mediterranean basin; whereas the MEDA TEN-T gained a general overview of the system of transport services and infrastructure in the Mediterranean region, connectivity and interoperability among Mediterranean countries and between the Mediterranean region and the rest of the European Union, and facilitating networking to create a free-market Euro-Mediterranean region; whereas research is now being done to extend the TEN-T network to all Mediterranean countries by strengthening maritime connections, including the air network, and defining criteria for evaluating operations and environmental impact;***

Or. en

**Amendment 51**  
**Jens Gieseke**

**Motion for a resolution**  
**Recital D a (new)**

*Motion for a resolution*

*Amendment*

***D a. whereas the ongoing Covid-19***

*crisis has shown the existential importance of transport for the economy, relying on functioning, seamless network for the transport of passengers and goods as it arteries indispensable for survival; whereas the development of an efficient and resilient transport infrastructure should be at the heart of all European and national recovery efforts;*

Or. en

**Amendment 52**

**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

**Motion for a resolution**

**Recital D a (new)**

*Motion for a resolution*

*Amendment*

*D a. whereas the current COVID-19 crisis has demonstrated the transport and logistics sector and its transport workers to be the backbone of the European economy as the uninterrupted freight transport has been essential for the functioning of supply chains;*

Or. en

**Amendment 53**

**Magdalena Adamowicz**

**Motion for a resolution**

**Recital D a (new)**

*Motion for a resolution*

*Amendment*

*D a. whereas the current COVID-19 crisis has demonstrated the critical role of transport and the importance of a seamless transport network for the supply of essential goods to EU citizens;*

Or. en



**Amendment 54**  
**Andris Ameriks**

**Motion for a resolution**  
**Recital D a (new)**

*Motion for a resolution*

*Amendment*

***D a. whereas the current COVID-19 crisis has demonstrated the critical role of transport and the importance of a seamless transport network for the supply of essential goods to EU citizens;***

Or. en

**Amendment 55**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Recital D a (new)**

*Motion for a resolution*

*Amendment*

***Da. whereas the quality of the existing network is deteriorating in various Member States and modernisation and upgrading of existing infrastructure are of major importance, including in connection with COVID-19 recovery policy;***

Or. nl

**Amendment 56**  
**Massimiliano Salini, Marian-Jean Marinescu, Gheorghe Falcă, Cláudia Monteiro de Aguiar, Elżbieta Katarzyna Łukacijewska, Giuseppe Milazzo, Tom Berendsen, Elissavet Vozemberg-Vrionidi**

**Motion for a resolution**  
**Recital D a (new)**

*Motion for a resolution*

*Amendment*

*D a. whereas the development and the digitalisation of sustainable transport infrastructures along the TEN-T core and comprehensive networks should represent key objectives in the framework of the National investment plans for recovery in the aftermath of the Covid-19 pandemic crisis;*

Or. en

**Amendment 57**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**

**Recital D a (new)**

*Motion for a resolution*

*Amendment*

*D a. whereas the TEN-T policy is of utmost importance to boost and support the competitiveness of the European logistic sector within the global economic and geopolitical framework;*

Or. en

**Amendment 58**

**Kathleen Van Brempt, Isabel García Muñoz**

**Motion for a resolution**

**Recital D a (new)**

*Motion for a resolution*

*Amendment*

*D a. whereas the Trans-European Transport Network (TEN-T) is to ensure economic, social and territorial cohesion and accessibility across the EU and its regions, and should stimulate economic growth and employment, fostering digitalisation, tackling climate change and enhancing resilience;*

Or. en

**Amendment 59**

**Carlo Fidanza**

**Motion for a resolution**

**Recital D a (new)**

*Motion for a resolution*

*Amendment*

***D a. whereas no initiative, nor sufficient EU funding exist to ensure the commitment of the Member States to the deployment of ERTMS on the TEN-T core networks, the sole instrument for rail safety and interoperability in the EU, for which no less than 15 billion Euro will be needed to complete the installation over the TEN-T core corridors by 2030;***

Or. en

**Amendment 60**

**Deirdre Clune**

**Motion for a resolution**

**Recital D a (new)**

*Motion for a resolution*

*Amendment*

***D a. whereas it is important to recognise the wider role of ports aside from a purely transport function, particularly in their potential to aid in greening the wider economy through the harnessing of wind energy, needs to be more prominently recognised within TEN-T policy;***

Or. en

**Amendment 61**

**Izaskun Bilbao Barandica**

**Motion for a resolution**

**Recital D a (new)**

*Motion for a resolution*

*Amendment*

***Da.    whereas transparency and the dissemination of the concept of ‘European added value’ is a key factor in fostering a constructive debate on the virtues of these priority networks, preventing rejection resulting from disinformation and achieving broader public support;***

Or. es

**Amendment 62  
Jakop G. Dalunde**

**Motion for a resolution  
Recital D a (new)**

*Motion for a resolution*

*Amendment*

***D a.    whereas the European Green Deal establishes the “Do No Harm” principle for the new legislation, policies, and strategic action of the Union;***

Or. en

**Amendment 63  
Johan Van Overtveldt**

**Motion for a resolution  
Recital D b (new)**

*Motion for a resolution*

*Amendment*

***Db.    whereas recent periods of low water levels and heatwaves have provided painful evidence that much infrastructure is not climate-resilient, and whereas climate resilience, in particular for waterborne transport, is consequently a priority, and ports should also be factored in to consideration of water management;***

**Amendment 64**

**Jakop G. Dalunde, Anna Deparnay-Grunenberg, Ciarán Cuffe, Karima Delli**

**Motion for a resolution**

**Recital D b (new)**

*Motion for a resolution*

*Amendment*

***D b. whereas the Benelux Bike Declaration<sup>1a</sup>, calls to use the revision of the TEN-T regulation to optimize co-funding possibilities for the construction or improvement of bicycle infrastructure, as well as to broaden eligibility of bicycle projects in the definition of urban nodes;***

---

***<sup>1a</sup> Political declaration of 14 July 2020 of the Benelux countries on the urgent need for stimulating the bicycle use as a necessary, safe and healthy alternative in (urban) mobility; beyond COVID-19***

Or. en

**Amendment 65**

**Kathleen Van Brempt, Isabel García Muñoz**

**Motion for a resolution**

**Recital D b (new)**

*Motion for a resolution*

*Amendment*

***D b. whereas investments in and the further development of sustainable, smart and resilient transport infrastructure should be a central element of the European COVID-19 recovery plan, given its essential role for the supply of goods and services to EU citizens and the industry;***

Or. en

**Amendment 66**  
**Andris Ameriks**

**Motion for a resolution**  
**Recital D b (new)**

*Motion for a resolution*

*Amendment*

***D b. whereas investments in and the further development of sustainable, smart and resilient transport infrastructure should be a central element of the European COVID-19 recovery plan; whereas transport infrastructure is an enabler of growth and recovery;***

Or. en

**Amendment 67**  
**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**  
**Recital D b (new)**

*Motion for a resolution*

*Amendment*

***D b. whereas the TEN-T strategy is essential to ensure the recovery of the European economy and the functioning of the Internal Market, while guaranteeing smooth international flows of goods and passengers;***

Or. en

**Amendment 68**  
**Magdalena Adamowicz**

**Motion for a resolution**  
**Recital D b (new)**

*Motion for a resolution*

*Amendment*

***D b. whereas investments in and the further development of sustainable, smart***

*and resilient transport infrastructure  
should be a central element of the  
COVID-19 EU Recovery Plan;*

Or. en

**Amendment 69**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Recital D c (new)**

*Motion for a resolution*

*Amendment*

*D c. whereas 2021 has been designated  
as the European Year of Rail, marking  
the required starting point for a Union-  
wide rail renaissance and this should  
mark a real kick-off of the rail  
renaissance across the Union, as it is the  
most sustainable transport mode both for  
passengers and freight;*

Or. en

**Amendment 70**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Recital D c (new)**

*Motion for a resolution*

*Amendment*

*Dc. whereas the COVID-19 pandemic  
has brought into relief the critical and  
strategic function of transport, including  
ports;*

Or. nl

**Amendment 71**  
**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**

**Recital D c (new)**

*Motion for a resolution*

*Amendment*

***D c.   whereas the full realization of the TEN-T core network should be accompanied by a strong effort in ensuring the maintenance and renovation of the existing infrastructure;***

Or. en

**Amendment 72**

**Magdalena Adamowicz**

**Motion for a resolution**

**Recital D c (new)**

*Motion for a resolution*

*Amendment*

***D c.   whereas improving transport infrastructure and connections serves as an important tool for increasing economic development and regional cooperation as well as stability and security in the EU neighbourhood;***

Or. en

**Amendment 73**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**

**Recital D d (new)**

*Motion for a resolution*

*Amendment*

***D d.   whereas it is necessary to update the existing TEN-T network and the list of pre-identified projects by including new proposals, aligning the corridors, overcoming bottlenecks and completing missing links within the network;***

Or. en



**Amendment 74**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia, Vincenzo Sofo, Francesca Donato**

**Motion for a resolution**

**Recital D e (new)**

*Motion for a resolution*

*Amendment*

***D e. whereas the TEN-T development should include a stronger strategy focused on the Mediterranean Sea, aiming at improving the capacity and the connectivity of ports and logistic hubs, while attracting trade flows to Southern Europe, and boosting the global competitiveness of the EU in this strategic and important geopolitical area;***

Or. en

**Amendment 75**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia, Elena Lizzi, Marco Dreosto, Isabella Tovaglieri, Alessandro Panza**

**Motion for a resolution**

**Recital D f (new)**

*Motion for a resolution*

*Amendment*

***D f. whereas the macro-regional strategies are of utmost importance, and it is urgent to boost the realization of the ongoing projects within the Alpine (EUSALP) and Adriatic-Ionian (EUSAIR) macro-regions, completing the TEN-T network and ensuring new valuable connections;***

Or. en

**Amendment 76**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**  
**Recital D g (new)**

*Motion for a resolution*

*Amendment*

***D g. whereas the interoperability and the digitalisation of the TEN-T railway infrastructure is an indispensable prerequisite to allow for a substantial increase of the modal shift to sustainable long distance land passengers and freight transport, and to attain the objectives of creating a European Railway Area by 2030;***

Or. en

**Amendment 77**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**  
**Recital D h (new)**

*Motion for a resolution*

*Amendment*

***D h. whereas the European Year of Rail in 2021 should represent an opportunity to disseminate content and raise public awareness on the decisive role played by the TEN-T networks in advancing socio-economic cohesion and development, while enhancing the Internal market and promoting sustainable transport modes, enforcing their contributions to the European climate goals;***

Or. en

**Amendment 78**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph -1 (new)**

***-1. Highlights that the Trans-European Transport Network should promote interoperable networks in the Union, at the service of the citizens, for the social, economic and territorial cohesion of the Union and for the development of the internal market by contributing to the single European transport and mobility area; notes that border regions throughout the EU make up 40 % of the EU's territory and a third of its population; reiterates the revision of TEN-T policy should give particular attention to facilitating cross-border connections which will improve interoperability and will contribute to the multimodal integration of the Union transport infrastructure;***

Or. en

**Amendment 79**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution  
Paragraph -1 a (new)**

***-1 a. Stresses that the implementation of the TEN-T network, with particular emphasis on cross-border connections and within the time-frames laid down, will reduce bottlenecks, improve interoperability between the various modes of transport and contribute to delivering integrated multimodal freight transport in the EU; calls on Member States which have not yet developed national transport plans, to put them into place without undue delay, with a view to applying and complying with the deadlines and targets set in the relevant EU legislation in due time;***

## Amendment 80

Mario Furore, Laura Ferrara

### Motion for a resolution

#### Paragraph 1

##### *Motion for a resolution*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States; finds ***their timely completion*** imperative, with the elimination of bottlenecks and missing links being the priority, especially ***in cross-border sections***;

##### *Amendment*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States; finds ***the completion of the essential corridors*** imperative, ***taking into account the conclusions of the Court of Auditors and assessing the need to review the projects in the light of the current economic situation***, with the elimination of bottlenecks and missing links being the priority, especially ***where there is no national network consistent with the need to ensure mobility in keeping with the objectives on economic, social, territorial and environmental cohesion***;

Or. it

## Amendment 81

Izaskun Bilbao Barandica

### Motion for a resolution

#### Paragraph 1

##### *Motion for a resolution*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States; ***finds their timely completion imperative***, with the elimination of bottlenecks and missing links being the priority, especially in cross-border sections;

##### *Amendment*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States, ***it being imperative that the projects be completed by 2030***, with the elimination of bottlenecks and missing links being the priority, especially in cross-border sections;

## Amendment 82

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, César Luena**

### Motion for a resolution

#### Paragraph 1

##### *Motion for a resolution*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States; finds their timely completion imperative, ***with the elimination of bottlenecks and missing links being the priority, especially in cross-border sections;***

##### *Amendment*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States; finds their timely completion imperative, ***as well as the completion of projects on cross-border sections, missing links and the elimination of bottlenecks;***

Or. en

## Amendment 83

**Elżbieta Katarzyna Łukacijewska**

### Motion for a resolution

#### Paragraph 1

##### *Motion for a resolution*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States; finds their timely completion imperative, with the elimination of bottlenecks and missing links being the priority, especially in cross-border ***sections;***

##### *Amendment*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States; finds their timely completion imperative, with the elimination of bottlenecks and missing links being the priority, especially in cross-border, ***peripheral, rural and outermost regions;***

Or. en

## Amendment 84

**Johan Van Overtveldt**

**Motion for a resolution**  
**Paragraph 1**

*Motion for a resolution*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States; finds their timely completion imperative, with the elimination of bottlenecks and missing links being the priority, especially in cross-border sections;

*Amendment*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States; finds their timely completion imperative, with the elimination of bottlenecks and missing links being the priority, ***alongside the modernisation and upgrading of the existing network***, especially in cross-border sections;

Or. nl

**Amendment 85**  
**Maria Grapini**

**Motion for a resolution**  
**Paragraph 1**

*Motion for a resolution*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States; finds ***their*** timely completion imperative, with the elimination of bottlenecks and missing links being the priority, especially in cross-border sections;

*Amendment*

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States, ***which ensures the smooth functioning of the internal market and the development of European trade among all Member States***; finds ***the*** timely completion ***of such corridors*** imperative, with the elimination of bottlenecks and missing links being the priority, especially in cross-border sections;

Or. ro

**Amendment 86**  
**Jens Gieseke**

**Motion for a resolution**

**Paragraph 1 – point 1 (new)**

*Motion for a resolution*

*Amendment*

**(1) considers the revision of the TEN-T regulation as an important chance to make the network future proof in order to ensure the functioning of the EU internal market and the EU's global competitiveness for the decades ahead and to support its transition towards smart, sustainable, efficient and safe mobility;**

Or. en

**Amendment 87**

**Kathleen Van Brempt, Isabel García Muñoz**

**Motion for a resolution**

**Paragraph 1 a (new)**

*Motion for a resolution*

*Amendment*

**1 a. Considers that the revision of the TEN-T network should be used to update the network to deal with the current economic and social reality and enhance the Union's recovery and resilience. It should address the climate, environmental and societal challenges and incorporate the digital evolution. Underlines in that regard that, besides from eliminating existing bottlenecks, increasing the quality and efficiency of the existing network and connecting it to sustainable energy and digital networks is at least as important;**

Or. en

**Amendment 88**

**Andris Ameriks**

**Motion for a resolution**

**Paragraph 1 a (new)**

*Motion for a resolution*

*Amendment*

**1 a.** *Considers that the revision of the TEN-T network should be used to update the network to new market realities, new digital needs and to address new societal, environmental and climate challenges; underlines the importance of increasing the efficiency of the existing network;*

Or. en

**Amendment 89**

**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

**Motion for a resolution  
Paragraph 1 a (new)**

*Motion for a resolution*

*Amendment*

**1 a.** *Recalls that the TEN-T is a network, thereof the no-conformity or non-operability of a small segment can hamper the efficiency and competitiveness of the system as a whole; calls therefore for an identification as well as an urgent achievement of those hotspots and strategic segments;*

Or. en

**Amendment 90**

**Ismail Ertug**

**Motion for a resolution  
Paragraph 1 a (new)**

*Motion for a resolution*

*Amendment*

**1 a.** *Emphasises the importance of increased synergies between the TEN-T and TEN-E regulations and their respective corridors in order to ensure smooth market access and distribution of alternative fuels for transport;*



**Amendment 91****Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia****Motion for a resolution****Paragraph 2***Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that ***no major changes to the maps*** should be ***made***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

*Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that ***the TEN-T Network*** should be ***updated, with the insertion of new links or new pre-identified projects already discussed with the Member States during the ongoing consultation process, and of sections particularly important to enhance the efficiency of the corridors; believes that projects improving the connectivity among different corridors, between the Core and the Comprehensive Network, and removing missing links should be as well included in the TEN-T strategy***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

**Amendment 92****Mario Furore, Laura Ferrara****Motion for a resolution**

## Paragraph 2

### *Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; ***stresses that no major changes to the maps should be made***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

### *Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; ***calls on the Commission to review, with the Member States, the TEN-T's priorities and to make the necessary changes - even major ones - where necessary, by identifying the infrastructure projects and the nodes and sections that are fully eligible as priority projects and deliver regional and European added value***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>, ***in particular as regards the climate objectives set out in the Paris Agreement***;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution ***of 17 April 2019*** on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. it

## Amendment 93

Deirdre Clune

### Motion for a resolution

#### Paragraph 2

### *Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and

### *Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and

islands; stresses that ***no major changes*** to the ***maps should be made***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

islands; ***recognises that the current infrastructure criteria do not capture the geographical realities in peripheral regions in the EU***; stresses that ***a revision the TEN-T guidelines must be used as an opportunity to update the TEN-T framework and requirements to allow additional beneficiaries to be included in TEN-T comprehensive network in order to both have better connectivity to the periphery and to meet evolving environmental, economic and societal needs***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. en

#### **Amendment 94** **Magdalena Adamowicz**

#### **Motion for a resolution** **Paragraph 2**

##### *Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that ***no major*** changes to the maps should be ***made***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

##### *Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; ***underlines that the revision of the TEN-T network should be used to update the network to new market realities and digital needs as well as to address new societal, environmental and climate challenges; in this regard***, stresses that ***some limited*** changes to the maps should be ***considered in order to, inter alia***,

*further disperse the transport structure and direct its streams more towards the periphery of Europe*; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. en

## **Amendment 95** **Elżbieta Katarzyna Łukacijewska**

### **Motion for a resolution** **Paragraph 2**

#### *Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on *the interconnection between* the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that *no major changes* to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

#### *Amendment*

2. Considers it important to further develop the TEN-T to focus on *swift implementation of* the core and comprehensive *network, as well as the interconnection between TEN-T* networks in rural, *mountainous*, peripheral, *sparsely populated* and outermost regions and islands; stresses that *some corrections* to the maps should be made *in order to fully reflect development of transport networks and address the needs of local economies*; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

**Amendment 96**  
**Kosma Zlotowski**

**Motion for a resolution**  
**Paragraph 2**

*Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the **core and comprehensive** networks in rural, peripheral and outermost regions and islands; stresses that **no major changes** to the maps should be **made**; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

*Amendment*

2. Considers it important to further develop the TEN-T to focus on **timely implementation of the core and comprehensive network, as well as** the interconnection between the **TEN-T** networks in rural, peripheral and outermost regions and islands; stresses that **adjustments** to the maps should be **considered in order to reflect development of transport networks and economies**; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

**Amendment 97**  
**Andor Deli**

**Motion for a resolution**  
**Paragraph 2**

*Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and

*Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and

islands; ***stresses that no major changes to the maps should be made***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

islands; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ***and to pay particular attention to the comprehensive network by increasing the level of EU co-financing for the cross-border regions, including areas bordering with neighbouring third countries from the Western Balkans and Eastern Partnership***;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. en

## Amendment 98

Jakop G. Dalunde, Anna Deparnay-Grunenberg

### Motion for a resolution

#### Paragraph 2

##### *Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks ***in*** rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

##### *Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks, ***while ensuring that timely and sufficient funding stimulates also the part of the comprehensive network not covered by the core network, in order to prevent increasing imbalances with particular attention into*** rural, peripheral and outermost regions and islands; ***underlines that completing the many missing cross-border rail links of small and medium scale beyond the core axes ought to contribute to socio-economic development in the concerned rural areas and foster transnational regional integration and European cohesion***; stresses that no major changes to the maps should be made; calls

on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>; ***reminds that the CEF is the key financing instrument for bridging missing links and removing bottlenecks within TEN-T network;***

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. en

## **Amendment 99** **Jörgen Warborn**

### **Motion for a resolution** **Paragraph 2**

#### *Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European

#### *Amendment*

2. Considers it important to further develop the TEN-T to focus ***most sharply on the sections with the greatest potential to create social benefits in the form of improved options for individual commuters and easier market access for export firms, but also*** on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made, ***but emphasises the need to extend the core corridors in some sections so that they connect with each other; in addition,*** calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European

Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. sv

**Amendment 100**  
**Izaskun Bilbao Barandica**

**Motion for a resolution**  
**Paragraph 2**

*Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; ***stresses that no major*** changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

*Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; ***until the core network is complete, no*** changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF) <sup>8</sup>;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. es

**Amendment 101**  
**Cláudia Monteiro de Aguiar**

**Motion for a resolution**  
**Paragraph 2**

*Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the

*Amendment*

2. Considers it important to further develop the TEN-T to focus on the



interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made, ***except to integrate the outermost regions into the priority corridors of the motorways of the sea and more modern and sustainable multimodal transport infrastructure***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. pt

## **Amendment 102**

**Angel Dzhambazki**

### **Motion for a resolution**

**Paragraph 2**

#### *Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the

#### *Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made ***except for those enhancing access to the TEN-T network in the peripheral regions of the Union***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the

proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. en

### **Amendment 103**

**Valter Flego**

#### **Motion for a resolution**

##### **Paragraph 2**

###### *Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

###### *Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; ***however important missing links of great European added value should be added to the list***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. en

### **Amendment 104**

**Roman Haider**

#### **Motion for a resolution**

##### **Paragraph 2**

###### *Motion for a resolution*

###### *Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made, ***unless more viable alternatives emerge during the construction process***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. de

## **Amendment 105**

**Pablo Arias Echeverría**

### **Motion for a resolution**

**Paragraph 2**

#### *Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>;

#### *Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made ***unless they are supported by studies carried out or co-financed by the Commission and the Member States, especially for the reinforcement of cross-border rail connections***; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF) <sup>8</sup>;

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. es

#### **Amendment 106**

**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

#### **Motion for a resolution Paragraph 2**

##### *Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

##### *Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral, ***sparsely populated*** and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. en

#### **Amendment 107**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

#### **Motion for a resolution Paragraph 2**

*Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

*Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral, ***sparsely populated*** and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. en

**Amendment 108**

**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti, Pierre Karleskind, Jan-Christoph Oetjen**

**Motion for a resolution  
Paragraph 2**

*Motion for a resolution*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup> ;

*Amendment*

2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)<sup>8</sup>, ***as well as the requirements rising from the streamlining measures for advancing the realisation of the TEN-T [Smart TEN-T Directive]*** ;

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

---

<sup>8</sup> In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Or. en

**Amendment 109**  
**Giuseppe Ferrandino**

**Motion for a resolution**  
**Paragraph 2 a (new)**

*Motion for a resolution*

*Amendment*

**2 a. Asks the Commission and the Council to consider the objective of completing the construction projects which are currently ongoing as a matter of priority, putting into action all the possible measures in programming, funding and co-financing operations to avoid further delays on the TEN-T core networks;**

Or. en

**Amendment 110**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Paragraph 2 a (new)**

*Motion for a resolution*

*Amendment*

**2a. Stresses that the TEN-T must remain open and operational, even in times of crisis, and that the network's resilience must be further strengthened to that end;**

Or. nl

**Amendment 111**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**

**Paragraph 2 a (new)**

*Motion for a resolution*

*Amendment*

**2 a. Considers that the comprehensive network is key in order not to exclude connectivity of certain areas of the EU; highlights that both layers of the TEN-T are crucial to EU logistics, bringing capillarity to the core network, and performing last-mile distribution; takes the view that regional networks should not be left outside the European perspective, including in terms of financing and regulatory measures; stresses that missing links in rail infrastructure in cross-border regions should be tackled in order to allow efficient and successful cross-border rail transport;**

Or. en

**Amendment 112**

**Deirdre Clune**

**Motion for a resolution**

**Paragraph 2 a (new)**

*Motion for a resolution*

*Amendment*

**2 a. Recognises the impact of Brexit on the connectivity, accessibility and economic cohesion between Ireland and continental Europe. Underlines the growing importance of Irish ports in accommodating a shift of trade flows to maritime routes; Acknowledges the need to further improve the quality of the North Sea Mediterranean Corridor and extend the comprehensive network in Ireland as**

*a result of specific developments due to Brexit relating to regional and international connectivity;*

Or. en

**Amendment 113**

**Andris Ameriks**

**Motion for a resolution**

**Paragraph 2 a (new)**

*Motion for a resolution*

*Amendment*

**2 a.** *Stresses the importance of the maritime dimension as an integral part of the TEN-T network; supports in this regard Motorways of the Sea (MoS) to create a truly sustainable, smart and seamless European Maritime Space; considers that the MoS requirements should be simplified in the TEN-T Regulation, in order to put maritime links on an equal footing with land-based links; detailed requirements should be specified as funding criteria in the respective calls;*

Or. en

**Amendment 114**

**Magdalena Adamowicz**

**Motion for a resolution**

**Paragraph 2 a (new)**

*Motion for a resolution*

*Amendment*

**2 a.** *Underlines the importance of the maritime dimension of the TEN-T network as its integral part; in this regard, supports significant development of Motorways of the Sea in order to create a truly smart, seamless and sustainable European Maritime Space; stresses that the requirements regarding the Motorways of the Sea should be further*



*simplified in the TEN-T regulation in order to put maritime connections on an equal footing with the land-based ones;*

Or. en

**Amendment 115**

**Kathleen Van Brempt, Isabel García Muñoz**

**Motion for a resolution**

**Paragraph 2 a (new)**

*Motion for a resolution*

*Amendment*

**2 a.** *Stresses the importance of the maritime dimension as an integral part of the TEN-T network and the need to put maritime and land-based networks on an equal footing, supports in this regard Motorways of the Sea (MoS) to create a truly sustainable, smart and seamless European Maritime Space and stresses the need to simplify the MoS requirements in order to create a level playing field between project qualification on land and sea;*

Or. en

**Amendment 116**

**Mario Furore, Laura Ferrara**

**Motion for a resolution**

**Paragraph 2 a (new)**

*Motion for a resolution*

*Amendment*

**2a.** *Reiterates the importance of connecting maritime transport routes and ports with other parts of Europe and the Mediterranean and the relevance of interconnections with TEN-T corridors; calls on participating countries and the Commission to provide for the extension of the Baltic-Adriatic corridor, through the extension of the entire Ionian-Adriatic*

*backbone of the Italian peninsula, to link it to the Scandinavian-Mediterranean corridor;*

Or. it

#### **Amendment 117**

**Deirdre Clune**

#### **Motion for a resolution**

##### **Paragraph 2 b (new)**

*Motion for a resolution*

*Amendment*

*2 b. Believes that the criteria to be included as a maritime port on the comprehensive TEN-T network, particularly as defined in Article 20 of the Regulation, does not capture the geographical realities in peripheral regions of the EU, including, for example, the West of Ireland;*

Or. en

#### **Amendment 118**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

#### **Motion for a resolution**

##### **Paragraph 3**

*Motion for a resolution*

*Amendment*

3. Urges the Commission to **prioritise under the TEN-T** the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

3. Urges the Commission to **continue the inclusion of** the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure (**e-charging facilities, LNG and hydrogen refuelling facilities**), safety, security and interoperability standards, and the regulatory framework for alternative fuels, **as a key priority of TEN-T policy**;

Or. en

#### Amendment 119

**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Valter Flego, Jan-Christoph Oetjen**

#### Motion for a resolution

##### Paragraph 3

###### *Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

###### *Amendment*

3. Urges the Commission to prioritise ***the completion of the core network over the global network, with a particular focus on cross-border projects and missing links, and*** under the TEN-T ***networks*** the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

Or. en

#### Amendment 120

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

#### Motion for a resolution

##### Paragraph 3

###### *Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

###### *Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels, ***with the aim to achieve low and zero emission mobility at vehicle level across all modes; notes that to achieve the latter, the adaptation or upgrade of the TEN-T infrastructure may be needed;***

## Amendment 121

Kathleen Van Brempt

### Motion for a resolution

#### Paragraph 3

##### *Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

##### *Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels ***in order to achieve climate neutrality by 2050 at the latest. In that regard, the synergies between the TEN-T and TEN-E networks should be actively stimulated in order to enhance the implementation of zero carbon transport;***

## Amendment 122

Jakop G. Dalunde

### Motion for a resolution

#### Paragraph 3

##### *Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

##### *Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of ***fully renewables-based and sustainable*** alternative fuels for all modes of transport, including the development of relevant ***green*** technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for ***fully renewables-based and sustainable*** alternative fuels;

### Amendment 123

Elena Kountoura

#### Motion for a resolution

##### Paragraph 3

###### *Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

###### *Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of **clean** alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

Or. en

### Amendment 124

Izaskun Bilbao Barandica

#### Motion for a resolution

##### Paragraph 3

###### *Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

###### *Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative **and, in particular, renewable** fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

Or. es

### Amendment 125

Andor Deli

**Motion for a resolution**  
**Paragraph 3**

*Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

*Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels ***while respecting the principle of technological neutrality and ensuring technological diversity;***

Or. en

**Amendment 126**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Paragraph 3**

*Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

*Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, ***with a view to decarbonisation,*** including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels; ***considers it important that sustainable modes of transport should be used to ship and deliver alternative fuels;***

Or. nl

**Amendment 127**  
**Jürgen Warborn**

**Motion for a resolution**

### Paragraph 3

#### *Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

#### *Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, **common** safety, security and interoperability standards, and the regulatory framework for alternative fuels;

Or. sv

### Amendment 128 Deirdre Clune

#### Motion for a resolution Paragraph 3

#### *Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, **and** the regulatory framework for alternative fuels;

#### *Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, the regulatory framework for alternative fuels **and the role of ports as strategic energy nodes in decarbonising the European economy**;

Or. en

### Amendment 129 Carlo Fidanza

#### Motion for a resolution Paragraph 3

#### *Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of

#### *Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of

alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels. ***Recalls the importance of integrating the deployment of the necessary infrastructure for hydrogen in transport along nodes and corridors on the TEN-T networks, ensuring the necessary synergies and connections to maximize the objectives of the European strategy for hydrogen in transport;***

Or. en

**Amendment 130**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 3**

*Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

*Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels; ***calls for a EU road-map for road infrastructure aligned with the automotive industry road-map;***

Or. en

**Amendment 131**  
**Carles Puigdemont i Casamajó**

**Motion for a resolution**  
**Paragraph 3**



*Motion for a resolution*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;

*Amendment*

3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels; ***considers that the Green Deal is an opportunity for European transport industries to lead based on the transition towards cleaner and greener energy;***

Or. en

**Amendment 132**

**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

**Motion for a resolution  
Paragraph 3 a (new)**

*Motion for a resolution*

*Amendment*

***3 a. Calls on the Commission during the revision of TEN-E regulation and AFID (Alternative Fuel Infrastructure Directive) to strengthen and accelerate synergies across EU's transport and energy policies to coherently contribute to the goals set in the Green Deal;***

Or. en

**Amendment 133**

**Carles Puigdemont i Casamajó**

**Motion for a resolution  
Paragraph 3 a (new)**

*Motion for a resolution*

*Amendment*

***3 a. Urges the Commission to come up with a comprehensive plan of modal shift***

*optimisation at Union level taking into account the Green Deal;*

Or. en

**Amendment 134**  
**Mario Furore, Laura Ferrara**

**Motion for a resolution**  
**Paragraph 3 a (new)**

*Motion for a resolution*

*Amendment*

**3a.** *Stresses the need to improve climate objectives in line with a target of climate neutrality by 2040; points out that, in order to ensure continuous progress towards the achievement of climate neutrality, any transport infrastructure projects financed by the EU budget must, upon independent assessment, be deemed consistent with the 2030, 2050 and, possibly, 2040 climate objectives, and with the EU objective of building a fully renewables-based, highly resource- and energy-efficient, climate-neutral and circular economy; notes that from this point of view, the assessment of the effects of projects must take into account greenhouse gas emissions during their whole life cycle, such as those occurring in the construction and operational phase and including indirect emissions in a project's value chain;*

Or. it

**Amendment 135**  
**Carlo Fidanza**

**Motion for a resolution**  
**Paragraph 3 a (new)**

*Motion for a resolution*

*Amendment*

**3 a.** *Asks the Commission to accelerate*

*the implementation of a European strategy for Hydrogen, with the primary objective of decarbonising its production, advancing the necessary infrastructure and maximising its contribution to the decarbonisation of transport on the core and the comprehensive TEN-T networks;*

Or. en

**Amendment 136**

**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

**Motion for a resolution**

**Paragraph 3 a (new)**

*Motion for a resolution*

*Amendment*

**3 a.** *Stresses the need to support the transformation of ports as hubs for the production and storage of renewable and low-carbon energy as well as the accompanying refuelling stations in urban and industrial areas taking into account the possibility of multimodal use; stresses the importance of supplying and transporting alternative fuels by sustainable modes of transport;*

Or. en

**Amendment 137**

**Kathleen Van Brempt, Isabel García Muñoz**

**Motion for a resolution**

**Paragraph 3 a (new)**

*Motion for a resolution*

*Amendment*

**3 a.** *Stresses the need to support the transition of sea and inland ports to sustainable industrial, energy, economic, transport and social hubs, for example in the areas of generation and storage of renewable energy, alternative fuels, green*

*hydrogen and the development of a true circular economy and industry;*

Or. en

**Amendment 138**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Paragraph 3 a (new)**

*Motion for a resolution*

*Amendment*

*3a. Underscores the crucial strategic functions of both inland ports and seaports as a link between different transport modes and as energy, industry and blue economy hubs that also operate as pools for innovation and rational use of space where energy supply is crucial;*

Or. nl

**Amendment 139**  
**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

**Motion for a resolution**  
**Paragraph 3 b (new)**

*Motion for a resolution*

*Amendment*

*3 b. Stresses that the deployment of alternative fuels infrastructure should be supported through a corridor approach leading to an efficiently planned infrastructure, based on demand and characteristics of sea and inland ports so that oversupply in areas of dense port infrastructure is avoided, taking into account the market characteristics and user needs;*

Or. en

**Amendment 140**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Paragraph 3 b (new)**

*Motion for a resolution*

*Amendment*

**3b. Stresses that it is important for the alternative fuels infrastructure that ships should be able to obtain supplies within a wider corridor, based on principles of efficiency, market characteristics and user needs;**

Or. nl

**Amendment 141**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Paragraph 3 c (new)**

*Motion for a resolution*

*Amendment*

**3c. Stresses that the presence of sufficient, safe and secure parking areas along the TEN-T is of particular importance, as regards both the functioning of the internal market and the well-being of network users, in particular truck drivers; points to the increasing importance of safe and secure parking areas because of migration and terrorism challenges; urges therefore that targeted support to be provided for the various actors in terms of both regulation and practical arrangements in order to promote the security of parking areas;**

Or. nl

**Amendment 142**  
**Johan Van Overtveldt**

**Motion for a resolution**

## Paragraph 4

### *Motion for a resolution*

4. Stresses the need to further promote transport links in urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

### *Amendment*

4. Stresses the need to further promote transport links in ***and with*** urban nodes, ***inland and maritime*** ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift; ***points in this connection to the potential of ports to make sustainable urban last-mile connections possible on the basis of sustainable solutions for logistics and mobility; calls therefore on the Commission to prioritise the completion and upgrading of rail and road connections to core inland ports and seaports;***

Or. nl

## Amendment 143 Jakop G. Dalunde

### Motion for a resolution Paragraph 4

### *Motion for a resolution*

4. Stresses the need to further promote transport links in urban nodes, ports, ***airports*** and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

### *Amendment*

4. Stresses the need to further promote transport links in urban nodes, ***particularly reinforcing the connection between railway hubs and stations with collective transport hubs, as well as*** ports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient ***and sustainable*** modal shift ***that timely contributes to at least an overall 65% emissions reduction by 2030 and climate neutrality by 2040;***

Or. en

#### **Amendment 144**

**Kathleen Van Brempt, Isabel García Muñoz**

#### **Motion for a resolution**

##### **Paragraph 4**

###### *Motion for a resolution*

4. Stresses the need to further promote transport links **in** urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

###### *Amendment*

4. Stresses the need to further promote **sustainable** transport links, **such as rail connections and inland waterways, in, to and between** urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

Or. en

#### **Amendment 145**

**Jens Gieseke**

#### **Motion for a resolution**

##### **Paragraph 4**

###### *Motion for a resolution*

4. Stresses the need to further promote transport links in urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

###### *Amendment*

4. Stresses the need to further promote transport links in **and with** urban nodes, **railway stations and hubs**, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

Or. en

#### **Amendment 146**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, César Luena**

#### **Motion for a resolution**

##### **Paragraph 4**

*Motion for a resolution*

4. Stresses the need to further promote transport links in urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

*Amendment*

4. Stresses the need to further promote transport links in ***and with*** urban nodes, ports, airports and multimodal platforms ***both in core and comprehensive networks*** to ensure a seamless, efficient, smart, ***safe, interconnected*** and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

Or. en

**Amendment 147**

**Izaskun Bilbao Barandica**

**Motion for a resolution**

**Paragraph 4**

*Motion for a resolution*

4. Stresses the need to further promote transport links in urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

*Amendment*

4. Stresses the need to further promote transport links in urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift ***that would allow users to procure integrated and smart mobility options for both goods and passengers as well as the development of the unified ticket;***

Or. es

**Amendment 148**

**Magdalena Adamowicz**

**Motion for a resolution**

**Paragraph 4**

*Motion for a resolution*

4. Stresses the need to further promote transport links in urban nodes, ports,

*Amendment*

4. Stresses the need to further promote transport links in ***and between*** urban



airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift ***towards an increased share of efficient and low-emission forms of transport, in particular rail transport;***

Or. en

**Amendment 149**  
**Maria Grapini**

**Motion for a resolution**  
**Paragraph 4**

*Motion for a resolution*

4. Stresses the need to further promote transport links in urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

*Amendment*

4. Stresses the need to further promote transport links in urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, ***accessible***, smart and sustainable mobility system for ***EU-wide*** passenger transport and freight logistics ***that also covers rural areas***, thus promoting an efficient modal shift;

Or. ro

**Amendment 150**  
**Kosma Zlotowski**

**Motion for a resolution**  
**Paragraph 4**

*Motion for a resolution*

4. Stresses the need to further promote transport links in urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

*Amendment*

4. Stresses the need to further promote transport links in urban nodes, ***inland and maritime*** ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

### **Amendment 151**

**Tom Berendsen, Massimiliano Salini**

#### **Motion for a resolution**

##### **Paragraph 4**

###### *Motion for a resolution*

4. Stresses the need to further promote transport links in urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

###### *Amendment*

4. Stresses the need to further promote transport links in urban nodes, ports, airports, **logistics hubs** and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

Or. en

### **Amendment 152**

**Andris Ameriks**

#### **Motion for a resolution**

##### **Paragraph 4**

###### *Motion for a resolution*

4. Stresses the need to further promote transport links in urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

###### *Amendment*

4. Stresses the need to further promote transport links in **and with** urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;

Or. en

### **Amendment 153**

**Giuseppe Ferrandino**

#### **Motion for a resolution**

##### **Paragraph 4 a (new)**

**4 a.** *Underlines that great part of the objectives for sustainable transport and modal shift defined under the 2011 Transport White Paper have not been met, and that the contribution of the transport sector to the attainment of the 2030 and 2050 climate goals is still limited. In this regard invites the Commission to adopt a new encompassing strategy with ambitious targets to develop sustainable freight transport modes, including effective measures to support combined transport at national and European level, increasing the competitiveness of rail freight, and facilitating the financing of the necessary infrastructure for sustainable freight and logistics;*

Or. en

**Amendment 154**  
**Elena Kountoura**

**Motion for a resolution**  
**Paragraph 4 a (new)**

**4 a.** *Reiterates that the transition to a sustainable, circular and low-carbon transport sector entails increased awareness of service users with regard to resource efficiency; considers that one of the most important factors in terms of behavioural change involving switching to more sustainable modes of transport is an affordable, well-developed and multimodal public transport system that covers urban nodes and connects with rural areas;*

Or. en

**Amendment 155**

**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 4 a (new)**

*Motion for a resolution*

*Amendment*

**4 a.    Emphasises the importance of achieving a modal shift from road to rail in order to reach the EU's climate targets;**

Or. en

**Amendment 156**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 4 b (new)**

*Motion for a resolution*

*Amendment*

**4 b.    Underlines the importance of enhancing the connections between railway hubs and stations with collective transport hubs, hence creating efficient modal exchange hubs, as a necessary means to mainstream sustainable commuting and reduce congestion;**

Or. en

**Amendment 157**  
**Jakop G. Dalunde, Karima Delli**

**Motion for a resolution**  
**Paragraph 4 c (new)**

*Motion for a resolution*

*Amendment*

**4 c.    Urges the Commission to prioritise the upgrade of rail connections to sea and inland waterways ports to support the modal shift and enhance sustainable logistics;**

**Amendment 158**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 5**

*Motion for a resolution*

5. Underlines that innovation and digitalisation play a key role in making transport safer and ***decarbonising it***; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

*Amendment*

5. Underlines that innovation and digitalisation play a key role in making transport safer and ***zero-emission***; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

Or. en

**Amendment 159**  
**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph 5**

*Motion for a resolution*

5. Underlines that innovation and digitalisation play a key role in making transport safer ***and decarbonising it***; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

*Amendment*

5. Underlines that ***research***, innovation and digitalisation play a key role in ***decarbonising and*** making transport safer ***in line with the goals of the European Green Deal***; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management

systems (Single European Sky ATM Research);

Or. en

## **Amendment 160**

**Kathleen Van Brempt, Isabel García Muñoz**

### **Motion for a resolution**

#### **Paragraph 5**

##### *Motion for a resolution*

5. Underlines that innovation and digitalisation play a key role in making transport safer **and** decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

##### *Amendment*

5. Underlines that innovation and digitalisation play a key role in making transport safer, **more efficient and resilient and in** decarbonising it; **urges the Commission to enhance the development of multimodal interoperability and** stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

Or. en

## **Amendment 161**

**Johan Van Overtveldt**

### **Motion for a resolution**

#### **Paragraph 5**

##### *Motion for a resolution*

5. Underlines that innovation and digitalisation play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic

##### *Amendment*

5. Underlines that innovation and digitalisation play a key role in making transport safer and **more climate-resilient and** decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European

Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research); ***urges the Commission to promote and improve the development of multimodal interoperability;***

Or. nl

#### **Amendment 162**

**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

#### **Motion for a resolution Paragraph 5**

##### *Motion for a resolution*

5. Underlines that innovation and digitalisation play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

##### *Amendment*

5. Underlines that innovation and digitalisation play a key role in making transport safer, ***more resilient*** and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research); ***and urges the Commission to enhance the development of multimodal interoperability;***

Or. en

#### **Amendment 163**

**Roman Haider**

#### **Motion for a resolution Paragraph 5**

##### *Motion for a resolution*

##### *Amendment*

5. Underlines that innovation ***and digitalisation*** play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

5. Underlines that innovation, ***digitalisation and telecommunications*** play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

Or. de

**Amendment 164**  
**Jens Gieseke**

**Motion for a resolution**  
**Paragraph 5**

*Motion for a resolution*

5. Underlines that innovation and digitalisation play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services ***and*** air traffic management systems (Single European Sky ATM Research);

*Amendment*

5. Underlines that innovation and digitalisation play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services, air traffic management systems (Single European Sky ATM Research) ***and monitoring systems for the structural health of infrastructures***;

Or. en

**Amendment 165**  
**Izaskun Bilbao Barandica**

**Motion for a resolution**  
**Paragraph 5**



*Motion for a resolution*

5. Underlines that innovation and digitalisation play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

*Amendment*

5. Underlines that innovation and digitalisation play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research) ***and the completion of the Galileo project;***

Or. es

**Amendment 166**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 5**

*Motion for a resolution*

5. Underlines that innovation and digitalisation play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

*Amendment*

5. Underlines that innovation and digitalisation play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research); ***encourage Commission to promote among Member States financing of these system under Recovery and Resilience Facility;***

Or. en

**Amendment 167**

**Motion for a resolution**  
**Paragraph 5**

*Motion for a resolution*

5. Underlines that innovation and digitalisation play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);

*Amendment*

5. Underlines that innovation and digitalisation play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research); ***stresses that the main terminals and interconnection links should have the highest level of digitalisation;***

Or. en

**Amendment 168**  
**Jens Gieseke**

**Motion for a resolution**  
**Paragraph 5 a (new)**

*Motion for a resolution*

*Amendment*

***5 a. Points out the importance of regular and standardised maintenance of the TEN-T infrastructure, in particular bridges and tunnels, to ensure a lasting high-quality infrastructure; calls on the Commission to introduce quality requirements for infrastructure, in particular bridges and tunnels, and develop a common European approach for inspections and quality ratings of the TEN-T infrastructure;***

Or. en

**Amendment 169**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**

**Paragraph 5 a (new)**

*Motion for a resolution*

*Amendment*

**5 a. Underlines that the decarbonisation and the achievement of all the goals pointed out by the EU “Green Deal” strategy shall not be detrimental for the competitiveness of the enterprises operating into the TEN-T network; on the contrary, stresses the need to promote a balanced and progressive approach to the above-mentioned goals, avoiding any loss of competitiveness;**

Or. en

**Amendment 170**

**Barbara Thaler**

**Motion for a resolution**

**Paragraph 5 a (new)**

*Motion for a resolution*

*Amendment*

**5a. Stresses that physical infrastructure can only reach its full potential if its development is accompanied by efforts to cut national red tape; calls on the Commission to add a chapter on cutting red tape to the Ten-T progress reports;**

Or. de

**Amendment 171**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Maria Grapini, César Luena**

**Motion for a resolution**

**Paragraph 5 a (new)**

**5 a.** *Considers that poor maintenance of the network can affect the continuity, the sustainability and the performance, and hence the resilience, of TEN-T infrastructure; stresses that transport infrastructure needs not only to be renovated and modernised, but also to be regularly maintained; notes with concern that maintenance has been greatly underestimated, which reduces the competitiveness of lines (speed restrictions, reliability, safety), in particular in the case of rail, leading sometimes to closure of lines; calls on the Commission and the Member States, together with the EIB, to study new funding schemes to facilitate investments in maintenance of the network; further calls on Member States to develop specific national plans for ordinary and extraordinary maintenance funding; further calls on the Commission to implement a core network monitoring plan on maintenance at the European level;*

Or. en

**Amendment 172**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**

**Paragraph 6**

6. Points out that **smart and autonomous** mobility solutions are becoming commercially viable and that the upgrading of relevant transport and digital infrastructure in the TEN-T needs to be accelerated while ensuring cross-border interoperability;

6. Points out that mobility solutions **by smart, connected and autonomous vehicles** are becoming commercially viable and that the upgrading of relevant transport and digital infrastructure in the TEN-T needs to be accelerated while ensuring cross-border interoperability;

Or. en

#### **Amendment 173**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

#### **Motion for a resolution**

##### **Paragraph 6**

###### *Motion for a resolution*

6. Points out that smart and autonomous mobility solutions are becoming commercially viable and that the upgrading of relevant transport and digital infrastructure in the TEN-T needs to be accelerated while ensuring cross-border interoperability;

###### *Amendment*

6. Points out that smart and autonomous mobility solutions are becoming commercially viable ***and also mandated under the newly adopted General Safety Regulation 2019/2144*** and that the upgrading of relevant transport and digital infrastructure in the TEN-T needs to be accelerated ***for safe application*** while ensuring cross-border interoperability;

Or. en

#### **Amendment 174**

**Jakop G. Dalunde**

#### **Motion for a resolution**

##### **Paragraph 6**

###### *Motion for a resolution*

6. Points out that smart and autonomous mobility solutions are becoming commercially viable and that the upgrading of relevant transport and digital infrastructure in the TEN-T needs to be accelerated while ensuring cross-border interoperability;

###### *Amendment*

6. Points out that smart and autonomous mobility solutions are becoming commercially viable and that the upgrading of relevant ***sustainable*** transport and digital infrastructure in the TEN-T needs to be accelerated while ensuring cross-border interoperability;

Or. en

#### **Amendment 175**

**Kathleen Van Brempt, Isabel García Muñoz**

#### **Motion for a resolution**

##### **Paragraph 6**

*Motion for a resolution*

6. Points out that smart and autonomous mobility solutions are becoming commercially viable and that the upgrading of relevant transport and digital infrastructure in the TEN-T needs to be accelerated while ensuring cross-border interoperability;

*Amendment*

6. Points out that smart and autonomous mobility solutions are becoming commercially viable and that the upgrading of relevant transport and digital infrastructure in the TEN-T needs to be accelerated while ensuring ***synergies and cross-border interoperability, data protection and cyber security***;

Or. en

**Amendment 176**

**Johan Van Overtveldt**

**Motion for a resolution  
Paragraph 6**

*Motion for a resolution*

6. Points out that smart and autonomous mobility solutions are becoming commercially viable and that the upgrading of relevant transport and digital infrastructure in the TEN-T needs to be accelerated while ensuring cross-border interoperability;

*Amendment*

6. Points out that smart and autonomous mobility solutions are becoming commercially viable and that the upgrading of relevant transport and digital infrastructure in the TEN-T needs to be accelerated while ensuring cross-border interoperability, ***data protection and cybersecurity***;

Or. nl

**Amendment 177**

**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

**Motion for a resolution  
Paragraph 6**

*Motion for a resolution*

6. Points out that smart and autonomous mobility solutions are becoming commercially viable and that the upgrading of relevant transport and digital

*Amendment*

6. Points out that smart and autonomous mobility solutions are becoming commercially viable and that the upgrading of relevant transport and digital

infrastructure in the TEN-T needs to be accelerated while ensuring cross-border interoperability;

infrastructure in the TEN-T needs to be accelerated while ensuring cross-border interoperability, ***data protection and cybersecurity***;

Or. en

#### Amendment 178

Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia

#### Motion for a resolution

##### Paragraph 6 a (new)

*Motion for a resolution*

*Amendment*

***6 a. Highlights the importance of an harmonious and homogeneous development along the corridors from a performance and capacity point of view, while defining transit and terminal nodes within the network; stresses that the core nodes should be equipped with platforms for transit to smooth the flows of passengers and goods;***

Or. en

#### Amendment 179

Johan Van Overtveldt

#### Motion for a resolution

##### Paragraph 7

*Motion for a resolution*

*Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it ***important to upgrade*** existing infrastructure in view of technological progress, capacity increases and the need to enhance ***its*** resilience to the impacts of crises such as pandemics;

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it ***crucial to modernise*** existing infrastructure in view of technological progress, ***efficiency, new functions, high-quality performance***, capacity increases, ***cross-border reliability and continuity*** and the need to ***adopt a life cycle approach and to*** enhance ***infrastructure*** resilience to the impacts of crises such as pandemics

*and climate change;*

Or. nl

**Amendment 180**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 7**

*Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, *capacity increases* and the need to enhance its resilience to the impacts of crises such as pandemics;

*Amendment*

7. Takes the view that ***harmonised*** network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade ***and maintain*** existing infrastructure in view of technological progress, ***safety standards*** and the need to enhance its resilience to the impacts of crises such as pandemics ***and the unfolding climate and biodiversity crises;***

Or. en

**Amendment 181**  
**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph 7**

*Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

*Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European single transport ***and mobility*** area; deems it important to upgrade existing infrastructure, ***particularly in cross-border sections,*** in view of technological progress, ***interoperability,*** capacity increases, ***new functions*** and the need to enhance its resilience to the impacts of crises such as pandemics; ***points out that coordination between Member***



*States is key to address systematic crisis and ensure the continuous flow of goods and the supply of essential goods to the Union's population;*

Or. en

## **Amendment 182**

**Kathleen Van Brempt, Isabel García Muñoz**

### **Motion for a resolution**

#### **Paragraph 7**

##### *Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the **need** to enhance **its** resilience to the impacts of crises such as pandemics;

##### *Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases, **cross-border functionality, current and future global challenges** and the **various new roles of transport and networks**, to enhance **their** resilience to the impacts of crises such as pandemics **and climate change**;

Or. en

## **Amendment 183**

**Jens Gieseke**

### **Motion for a resolution**

#### **Paragraph 7**

##### *Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

##### *Amendment*

7. Takes the view that network-wide **and harmonised** infrastructure standards are an enabler for a true European Single Transport Area; deems it important to **maintain and** upgrade existing infrastructure in view of technological progress, capacity increases, **new functions** and the need to enhance its resilience to the impacts of crises such as

pandemics;

Or. en

#### **Amendment 184**

**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

#### **Motion for a resolution**

##### **Paragraph 7**

##### *Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

##### *Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade ***or retrofit*** existing infrastructure in view of technological progress, capacity increases, ***quality performance, cross-border reliability and continuity***, and the need to enhance its resilience to ***climate change*** and the impacts of crises such as pandemics;

Or. en

#### **Amendment 185**

**Andris Ameriks**

#### **Motion for a resolution**

##### **Paragraph 7**

##### *Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

##### *Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases, ***new functions*** and the need to enhance its resilience to the impacts of crises such as pandemics;

Or. en

## Amendment 186

Elena Kountoura

### Motion for a resolution

#### Paragraph 7

##### *Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

##### *Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as ***the climate crisis*** ***or*** pandemics;

Or. en

## Amendment 187

Roman Haider

### Motion for a resolution

#### Paragraph 7

##### *Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

##### *Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade ***several areas of the*** existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

Or. de

## Amendment 188

Mario Furore, Laura Ferrara

### Motion for a resolution

## Paragraph 7

### *Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

### *Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics; ***considers it vital to promote a culture of maintenance and calls on the Commission to support network systems that are in keeping with the local territory; calls on the Commission to stipulate that all financial contributions from Member States relating to infrastructure maintenance and safety work shall be fully deducted from the relevant deficit targets of the Stability and Growth Pact, when the suspension lapses;***

Or. it

## Amendment 189

Deirdre Clune

### Motion for a resolution

#### Paragraph 7

### *Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

### *Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; ***Recognises the current infrastructure criteria do not capture the crucial role of port infrastructure in facilitating the deployment of renewable energies; Recognises the critical role of port infrastructure and well-functioning port operations in ensuring the supply of goods and materials across Europe, and emphasizes the importance of ports in the recovery of the European economy should be reflected in TEN-T policy;*** deems it

important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

Or. en

#### **Amendment 190**

**Pablo Arias Echeverría**

#### **Motion for a resolution**

##### **Paragraph 7**

###### *Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

###### *Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics; ***highlights the role of the trans-European transport network in ensuring the functioning of the European single market, which has prevented shortages of essential goods and medicines during the lock-down, and the need to continue to promote it;***

Or. es

#### **Amendment 191**

**Izaskun Bilbao Barandica**

#### **Motion for a resolution**

##### **Paragraph 7**

###### *Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological

###### *Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological

progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics; ***notes, however, that such improvements cannot be funded by the EFC, nor may they replace TEN-T priority projects or penalise the timely completion of the core network;***

Or. es

#### **Amendment 192**

**Carles Puigdemont i Casamajó**

#### **Motion for a resolution**

##### **Paragraph 7**

##### *Motion for a resolution*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

##### *Amendment*

7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics; ***stresses that the Commission should increase harmonisation of transport and infrastructure standards;***

Or. en

#### **Amendment 193**

**Barbara Thaler**

#### **Motion for a resolution**

##### **Paragraph 7 a (new)**

##### *Motion for a resolution*

***7a. Takes the view that seamless cross-border rail transport on the TEN-T network and along the European rail freight corridors calls for mandatory cross-border cooperation among infrastructure managers; calls on the***

*Commission to put forward binding measures for infrastructure managers as part of the TEN-T review;*

Or. de

**Amendment 194**

**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

**Motion for a resolution  
Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7 a.     *Calls the Commission to propose a legislative framework to increase the risk-management, resilience and climate adaptation of transport infrastructure on the core network, all modes included.***

Or. en

**Amendment 195  
Pierre Karleskind**

**Motion for a resolution  
Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7 a.     *Underlines that establishing a decentralised network ensures a resilient transportation system in the EU. As such, completing core and global networks would contribute to it.***

Or. en

**Amendment 196  
Andris Ameriks**

**Motion for a resolution  
Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7 a.** *Believes that the resilience of the TEN-T network should be enhanced by guaranteeing a priority status for the efficient and cross-border transport to the final destination of the cargo; stresses that the TEN-T network should remain open and operational, also during crises and when border crossings are closed;*

Or. en

**Amendment 197**  
**Kathleen Van Brempt**

**Motion for a resolution**  
**Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7 a.** *Stresses the importance of connecting and creating synergies between TEN-T and TEN-E corridors in order to combine zero carbon transport corridors with zero carbon energy infrastructure. Urges the Commission to facilitate and reward the co-design between transport, clean energy and digital solutions to achieve more EU added value;*

Or. en

**Amendment 198**  
**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

**Motion for a resolution**  
**Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7 a.** *Urges the Commission to facilitate synergies and co-design between*



*transport, digitalisation, and clean and low-carbon energy solutions to enhance the EU added value;*

Or. en

**Amendment 199**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7a. Calls on the Commission to facilitate, as a matter of urgency, synergy projects for transport, digitisation and clean energy in order to achieve greater European added value;**

Or. nl

**Amendment 200**  
**Brice Hortefeux**

**Motion for a resolution**  
**Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7 a. Underlines the crucial role of maritime transport for outermost regions and islands for the European Union and of their ports as the main gateway for these territories; emphasizes that a thorough consideration of the outermost regions and islands within the TEN-T is necessary to the connectivity of these European territories; considers the development of maritime links with nearby third countries should be encouraged to enhance the attractiveness and the economic development of the outermost regions and islands; calls the Commission to pay particular attention to specific needs for adaptation to climate**

*change and climate resilience in these territories.*

Or. en

**Amendment 201**

**Jakop G. Dalunde, Ciarán Cuffe**

**Motion for a resolution**

**Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7 a. Urges the Commission to recognise the wider role of ports beyond purely transport functions when it comes to decarbonisation efforts, most especially in the potential to exploit onshore and offshore wind energy opportunities;**

Or. en

**Amendment 202**

**Sara Cerdas**

**Motion for a resolution**

**Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7a. Stresses the importance of considering the needs of users, particularly in digital, quick and simple access to the entire Trans-European Transport Network (TEN-T);**

Or. pt

**Amendment 203**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**

**Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7 a. Stresses the need for all Member States to have a developed, smart, safe and sustainable Trans-European Transport Network which facilitates mobility, connectivity and territorial accessibility across the EU, particularly in peripheral regions, islands and outermost regions, in order to promote and boost European and international tourism;**

Or. en

**Amendment 204**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**

**Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7 a. Stresses the importance of ensuring an integrated and balanced flow of passengers and goods along the TEN-T corridors;**

Or. en

**Amendment 205**

**Maria Grapini**

**Motion for a resolution**

**Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7a. Views the Trans-European Transport Network (TEN-T) as an important factor in the economic and social recovery of the Member States following the crisis triggered by COVID-19;**

Or. ro

**Amendment 206**  
**Carles Puigdemont i Casamajó**

**Motion for a resolution**  
**Paragraph 7 a (new)**

*Motion for a resolution*

*Amendment*

**7 a. Urges the Member States not to make investments related to the TEN-T based on patronage networks of political stakeholders; urges the Commission to establish a structured investment plan at Union level, in accordance with the socio-economic and environmental priority criteria approved in advance by the Commission and Parliament;**

Or. en

**Amendment 207**  
**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph 7 b (new)**

*Motion for a resolution*

*Amendment*

**7 b. Considers that the review of TEN-T guidelines should take into account the impact of the United Kingdom's withdrawal from the European Union; considers that the implementation and completion of jointly agreed TEN-T infrastructure transport projects between the European Union and the United Kingdom need to be guaranteed; highlights this consideration is of particular importance to protect beneficiaries and ensure the continuity of projects;**

Or. en

**Amendment 208**  
**Pierre Karleskind**

**Motion for a resolution**  
**Paragraph 7 b (new)**

*Motion for a resolution*

*Amendment*

**7 b. Underlines the crucial role of maritime transport for outermost regions and islands for the European Union and of their ports as the main gateway for these territories; emphasizes that a thorough consideration of the outermost regions and islands within the TEN-T is necessary to the connectivity of these European territories; highlights that for outermost regions and coastal regions, ports play a significant role as regional hubs;**

Or. en

**Amendment 209**  
**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

**Motion for a resolution**  
**Paragraph 7 b (new)**

*Motion for a resolution*

*Amendment*

**7 b. Urges the Commission to prioritise the completion and upgrading of rail and road connections to core EU ports in order to support the modal shift; notes the potential of ports to act as enablers of sustainable freight and passenger transport in last-mile urban connections;**

Or. en

**Amendment 210**  
**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph 7 c (new)**

*Motion for a resolution*

*Amendment*

**7 c.** *Stresses the need that the upcoming revision of the Trans-European Transport Network guidelines goes hand in hand with the announced revisions of both the Directive on the deployment of alternative fuels infrastructure and the Regulation on a European rail network for competitive freight;*

Or. en

**Amendment 211**  
**Sara Cerdas**

**Motion for a resolution**  
**Paragraph 7 c (new)**

*Motion for a resolution*

*Amendment*

**7c.** *Highlights the importance of always favouring the use of sustainable products and materials, both inside and out;*

Or. pt

**Amendment 212**  
**Sara Cerdas**

**Motion for a resolution**  
**Paragraph 7 d (new)**

*Motion for a resolution*

*Amendment*

**7d.** *Stresses the need to consider adapting infrastructure in line with technological and digital innovation, particularly with regard to their accessibility and in access to resources, such as WiFi, inside them, particularly the railway environment, with a view to*

*providing users with a high level of services, comfort and safety;*

Or. pt

**Amendment 213**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena, Josianne Cutajar**

**Motion for a resolution**

**Paragraph 7 d (new)**

*Motion for a resolution*

*Amendment*

**7 d. Considers that the revision of the Trans-European Transport Network should take into consideration the new market realities, the evolving digital needs and address new societal, environmental and climate challenges; underlines the importance of increasing synergies between the trans-European networks in the field of transport, energy and telecommunications;**

Or. en

**Amendment 214**

**Jens Gieseke**

**Motion for a resolution**

**Paragraph 8**

*Motion for a resolution*

*Amendment*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to **proper** funding; calls on the Commission to strengthen synergies between the relevant EU instruments

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to **sufficient** funding; **regrets the decision of the European Council to propose budget-cuts of future-**

beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

*oriented programmes such as CEF and InvestEU; notes that the very ambitious decarbonisation agenda needs to be backed by corresponding funding and financing instruments in order to succeed; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;*

Or. en

#### **Amendment 215**

**Isabel García Muñoz, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, César Luena**

#### **Motion for a resolution Paragraph 8**

##### *Motion for a resolution*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

##### *Amendment*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector ***where grants remain vital*** and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding ***without compromising safety requirements and in line with the goals of European Green Deal; deeply regrets the suggested cuts on MFF and Next Generation EU by Council in the financing programmes that have a direct impact in transport infrastructure projects***



**Amendment 216**

**Kathleen Van Brempt, Isabel García Muñoz**

**Motion for a resolution**

**Paragraph 8**

*Motion for a resolution*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

*Amendment*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, ***effective and sustainable***, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the ***sustainable transition of the*** transport sector and that the Member States commit themselves to proper funding; ***regrets in that regard the Council's decision to reduce the budget allocation for future-oriented programmes, such as the Connecting Europe Facility, InvestEU and Horizon Europe; notes that the EU's ambitious decarbonisation agenda needs to be backed by corresponding funding and financing instruments***, calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

**Amendment 217**

**Carlo Fidanza**

**Motion for a resolution**

**Paragraph 8**

*Motion for a resolution*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

*Amendment*

8. Stresses that for **the** investment in TEN-T infrastructure **and in the necessary technology for interoperability (e.g. ERTMS, which requires no less than 15 billion for completion on the core TEN-T networks)** to be sufficient **suitable to the challenges of European climate goals** it is essential that all relevant EU funds (CEF, InvestEU, the **Recovery and Resilience Facility, the** European structural and investment funds, Horizon Europe, etc.) and **the** European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

Or. en

**Amendment 218**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 8**

*Motion for a resolution*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European

*Amendment*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe, **Recovery and Resilience Facility, etc.)** and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies **and policy coherence**

Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

Or. en

**Amendment 219**  
**Andris Ameriks**

**Motion for a resolution**  
**Paragraph 8**

*Motion for a resolution*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

*Amendment*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; ***regrets the Council decision to reduce the budgets of future-oriented programmes, such as the Connecting Europe Facility, InvestEU and Horizon Europe; notes that the EU's ambitious decarbonisation agenda needs to be backed by corresponding funding and financing instruments***; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

Or. en

**Amendment 220**  
**Magdalena Adamowicz**

**Motion for a resolution**  
**Paragraph 8**

*Motion for a resolution*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

*Amendment*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; ***regrets the Council decision to reduce the budgets of the Connecting Europe Facility, InvestEU and Horizon Europe and stresses that the EU's ambitious decarbonisation agenda needs to be supported by appropriate funding and financing instruments***; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

Or. en

**Amendment 221**  
**Jürgen Warborn**

**Motion for a resolution**  
**Paragraph 8**

*Motion for a resolution*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls

*Amendment*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe, etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls

on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;  
***points out that relevant climate- and environment-oriented financial instruments under the Green Deal should be made available for investments in the TEN-T network that can help cut the transport sector's emissions effectively;***

Or. sv

**Amendment 222**  
**Maria Grapini**

**Motion for a resolution**  
**Paragraph 8**

*Motion for a resolution*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

*Amendment*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding;  
***considers that financing for TEN-T infrastructure investments must be continued so as to reduce regional and national development disparities between Member States;*** calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

Or. ro

**Amendment 223**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Paragraph 8**

*Motion for a resolution*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

*Amendment*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; ***regrets, in this context, the Council's decision to cut these budgets, which are also essential for innovative solutions for a sustainable transition***; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

Or. nl

**Amendment 224**  
**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**  
**Paragraph 8**

*Motion for a resolution*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls

*Amendment*

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls

on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;

on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;  
***stresses the need to ensure for the EU27 the resources available within the actual defined budget program in order to complete the TEN-T Core Network by 2030;***

Or. en

**Amendment 225**  
**Barbara Thaler**

**Motion for a resolution**  
**Paragraph 8 a (new)**

*Motion for a resolution*

*Amendment*

***8a. stresses that the resources available under the Next Generation EU Fund provide a unique opportunity to guarantee the development of the TEN-T core networks until 2030; calls on the Commission to earmark an appropriate amount of the aid for this development during negotiations with the Member States and to submit a final report to Parliament;***

Or. de

**Amendment 226**  
**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

**Motion for a resolution**  
**Paragraph 8 a (new)**

*Motion for a resolution*

*Amendment*

***8 a. Regrets that in the new MFF***

*proposal and the Recovery Plan, Member States still do not give a strong signal towards infrastructure investments nor priority to the completion of the TEN-T (no increase of CEF Transport envelope, no explicit dedicated financing under the Recovery Plan to transport);*

Or. en

**Amendment 227**  
**Giuseppe Ferrandino**

**Motion for a resolution**  
**Paragraph 8 a (new)**

*Motion for a resolution*

*Amendment*

**8 a.** *Invites the Commission to ensure that the national programs for recovery implementing the Recovery and Resilience Facility recognize a prominent role to the investments in modern, digital, sustainable transport infrastructures, and in high-quality and interoperable rail services on the TEN-T networks, in order to scale up the contribution of sustainable transport to the EU climate goals;*

Or. en

**Amendment 228**  
**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph 8 a (new)**

*Motion for a resolution*

*Amendment*

**8 a.** *Reiterates that the Connecting Europe Facility (CEF) is a key enabler for completing the TEN-T network and for contributing to the EU's and its Member States' climate objectives in line with the goals of the European Green*



*Deal, allocating up to 80 % of its funding to transport to meeting climate objectives through the promotion of sustainable infrastructure projects, multimodality, rail freight transport, and innovative and digital actions such as telematics applications systems and the deployment of alternative fuels and charging and refuelling infrastructure;*

Or. en

**Amendment 229**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution  
Paragraph 8 a (new)**

*Motion for a resolution*

*Amendment*

*8 a. Deplores the proposal of the Council pre-allocating 1.384 million euro of the general chapter in favour of the cross-border projects in the Cohesion Member States; calls on the Parliament to confirm its position without further reducing the available funds for the EU27 Member States;*

Or. en

**Amendment 230**

**Massimiliano Salini, Marian-Jean Marinescu, Gheorghe Falcă, Cláudia Monteiro de Aguiar, Elżbieta Katarzyna Łukacijewska, Giuseppe Milazzo, Tom Berendsen, Elissavet Vozemberg-Vrionidi, Markus Pieper**

**Motion for a resolution  
Paragraph 8 a (new)**

*Motion for a resolution*

*Amendment*

*8 a. Reminds that the completion of ERTMS trackside and on board train is a fundamental prerequisite to the creation of a European Railway Area, and for allowing the proper functioning of the rail*

*market in the TEN-T corridors. In this regard, underlines that for the completion of ERTMS on the core networks no less than 15 billion is needed, and that a prominent role from the Commission to coordinate the operations for funding and deployment is required;*

Or. en

**Amendment 231**  
**Pierre Karleskind**

**Motion for a resolution**  
**Paragraph 8 a (new)**

*Motion for a resolution*

*Amendment*

**8 a.** *Emphasises the specificity of outermost regions and islands that require specific instruments and reiterates its support to higher co-financing rates;*

Or. en

**Amendment 232**  
**Brice Hortefeux**

**Motion for a resolution**  
**Paragraph 8 a (new)**

*Motion for a resolution*

*Amendment*

**8 a.** *Emphasises the specificity of outermost regions and islands that require specific instruments and reiterates its support to higher co-financing rates;*

Or. en

**Amendment 233**  
**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

**Motion for a resolution**  
**Paragraph 8 b (new)**

*Motion for a resolution*

*Amendment*

**8 b. Takes note that from the Progress report on implementation of the TEN-T network in 2016-2017 (August 2020, Commission), on the 91.3 billion invested on the TEN-T so far, 73% of the financing come from national revenues and only 3.1 billion from the CEF; considers that it is a factor undermining the timely completion of the TEN-T; calls the Commission to have a more targeted approach by applying higher co-financing rates on projects with the highest European added-value in order to unlock-trigger national money;**

Or. en

**Amendment 234**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph 8 b (new)**

*Motion for a resolution*

*Amendment*

**8 b. Highlights that European partnerships could play an important role in advancing in innovation and research in the transport sector's performance and safety; highlights that European partnerships in the different modes of transport can have a very positive impact on the safe, sustainable and smart deployment of the Trans-European Transport Network;**

Or. en

**Amendment 235**

**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Pierre**

**Motion for a resolution**  
**Paragraph 8 c (new)**

*Motion for a resolution*

*Amendment*

**8 c.** *Stresses that the compliance with the time limit set out in the Smart TEN-T Directive should be taken into account when projects are evaluated in terms of the project selection maturity criteria established by the Connecting Europe Facility; believes, moreover, that delays occurring should justify an investigation of the state of progress of the project and a revision of the financial assistance received by the Union under the Connecting Europe Facility, as provided for in Article 17(1) of Regulation (EU) .../... [CEF] that could result in a reduction or the withdrawal of the grant;*

Or. en

**Amendment 236**  
**Mario Furore, Laura Ferrara**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

*Amendment*

9. *Is deeply concerned about* delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to *meet* their obligations for their parts of the network *and* ensure effective administrative procedures, *and urges* them to increase the digitalisation of administrative processes;

9. *Notes the* delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the *Commission to make provision for a serious assessment of the decisions taken in the light of new traffic flow requirements; calls on the* Member States to *review, where necessary,* their obligations for their parts of the network, *by assessing whether or not to abandon projects which are not consistent with the current economic situation, and to* ensure effective administrative procedures, *urging* them to increase the digitalisation of administrative processes;

**Amendment 237**  
**Izaskun Bilbao Barandica**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. ***Is deeply concerned about*** delays to cross-border projects that hamper the timely establishment of seamless core network corridors; ***calls on*** the Member States ***to*** meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

*Amendment*

9. ***Deplores the*** delays to cross-border projects that hamper the timely establishment of seamless core network corridors ***and which result in increased project costs; demands that*** the Member States meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

Or. es

**Amendment 238**  
**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Is deeply concerned about delays to cross-border projects that ***hamper*** the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

*Amendment*

9. Is deeply concerned about delays to cross-border projects that ***prevent*** the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ***to cooperate, where possible, to enhance the European added value of TEN-T policy; calls on Member States to*** ensure effective administrative procedures and urges them to increase the digitalisation of administrative processes;

Or. en

## Amendment 239

Jens Gieseke

### Motion for a resolution

#### Paragraph 9

##### *Motion for a resolution*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

##### *Amendment*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective ***and timely*** administrative ***and judicial*** procedures, and urges them to increase the digitalisation of administrative ***and judicial*** processes; ***urges the Commission to introduce an preclusion clause on the European level in order to assist Member States in speeding up national administrative and judicial proceedings;***

Or. en

## Amendment 240

Tom Berendsen, Massimiliano Salini

### Motion for a resolution

#### Paragraph 9

##### *Motion for a resolution*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network ***and*** ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

##### *Amendment*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network, ensure effective administrative procedures, ***and strengthen cooperation with other Member States' authorities in cross-border projects, in particular in view of coordinating timetables and deadlines,*** and urges them to increase the digitalisation of administrative processes;

**Amendment 241**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, **and** urges them to increase the digitalisation of administrative processes;

*Amendment*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, urges them to increase the digitalisation of administrative processes **and to apply the Regulation on Trans-European transport network: streamlining measures for advancing the realisation;**

**Amendment 242**  
**Massimiliano Salini, Marian-Jean Marinescu, Gheorghe Falcă, Cláudia Monteiro de Aguiar, Elżbieta Katarzyna Łukacijewska, Giuseppe Milazzo, Tom Berendsen, Elissavet Vozemberg-Vrionidi**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

*Amendment*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors. Calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to **implement the new directive on Streamlining TEN-T without further delay and to** increase the digitalisation of administrative processes;

### Amendment 243

Carles Puigdemont i Casamajó

#### Motion for a resolution

##### Paragraph 9

###### *Motion for a resolution*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; ***calls on the*** Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

###### *Amendment*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; ***urges*** Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes ***as well as integrate new standards based on the Green Deal and the future regulation to achieve climate neutrality (European Climate Law)***;

### Amendment 244

Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia

#### Motion for a resolution

##### Paragraph 9

###### *Motion for a resolution*

9. Is deeply concerned about delays ***to*** cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

###### *Amendment*

9. Is deeply concerned about ***the*** delays ***in the completion of*** cross-border projects that hamper the timely establishment of seamless ***TEN-T*** Core Network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;



**Amendment 245**  
**Roman Haider**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

*Amendment*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network ***promptly and independently*** and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

Or. de

**Amendment 246**  
**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

**Motion for a resolution**  
**Paragraph 9**

*Motion for a resolution*

9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

*Amendment*

9. Is deeply concerned about delays to ***projects, especially*** cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;

Or. en

**Amendment 247**  
**Jens Gieseke**

**Motion for a resolution**  
**Paragraph 9 a (new)**

*Motion for a resolution*

*Amendment*

**9 a.** *Stresses that even though the implementation of the TEN-T Network should be done gradually and the core network should constitute the backbone of the development of a sustainable multimodal transport network and should stimulate the development of the entire comprehensive network, it is important to ensure sufficient funding for the comprehensive network not covered by the core network in order to avoid growing disparities;*

Or. en

**Amendment 248**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph 9 a (new)**

*Motion for a resolution*

*Amendment*

**9 a.** *Highlights that the implementation of EU streamlining measures in permit granting procedures, cross-border procurement procedures and other administrative procedures, as well as an increase of digitalisation on the latter, is crucial to reduce technical obstacles and the administrative burden, and thus possible delays and increased costs in TEN-T transport infrastructure projects; highlights this simplification of procedures is key to advance in the realisation of the trans-European transport network in a more efficient way; notes this is of particular importance to give certainty to project promoters and potential private investors<sup>1a</sup>;*

---

***1a As stated in the Provisional Agreement resulting from Interinstitutional Negotiations on the Regulation on streamlining measures for advancing the realisation of the trans-European transport network, dated 17 June 2020.***

Or. en

**Amendment 249**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 9 a (new)**

*Motion for a resolution*

*Amendment*

***9 a. Considers that EU funds allocation should have as a priority and be tailored to incentivise the smooth elimination of bottlenecks, particularly in cross-border segments and namely correcting any imbalances between the perceived burden of the infrastructure costs to be financed at national level and the perceived socioeconomic benefit at each side of the border;***

Or. en

**Amendment 250**  
**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph 9 b (new)**

*Motion for a resolution*

*Amendment*

***9 b. Notes that cross-border TEN-T infrastructure projects face particular challenges as regards the coordination of permit granting procedures; highlights the establishment of a joint authority by mutual agreement between the concerned***

*Member States could facilitate a more efficient and smooth implementation of cross-border TEN-T projects<sup>1a</sup>:*

---

*<sup>1a</sup> As stated in the Provisional Agreement resulting from Interinstitutional Negotiations on the Regulation on streamlining measures for advancing the realisation of the trans-European transport network, dated June 17 2020.*

Or. en

**Amendment 251**  
**Angel Dzhambazki**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

*Amendment*

**10. Invites the Commission to strengthen its oversight of the implementation of the TEN-T by reinforcing relevant instruments and the role of the European coordinators in the governance of the corridors; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;**

**deleted**

Or. en

**Amendment 252**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

*Amendment*

**10. Invites the Commission to strengthen its oversight of the implementation of the TEN-T by**

**10. Invites the Commission to strengthen its oversight of the implementation of the TEN-T by**

reinforcing relevant instruments **and the role of the European coordinators in the governance of the corridors**; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

reinforcing relevant instruments; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

Or. en

**Amendment 253**  
**Izaskun Bilbao Barandica**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

10. Invites the Commission to strengthen its oversight of the implementation of the TEN-T **by reinforcing relevant** instruments **and** the role of the European coordinators in the governance of the corridors; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

*Amendment*

10. Invites the Commission to strengthen its oversight of the implementation of the TEN-T **and to use all** instruments **at its disposal to require Member States to fulfil their obligations; calls for a strengthening of the role and function** of the European coordinators in the governance of the corridors, **including by making their reports binding**; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

Or. es

**Amendment 254**  
**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

10. Invites the Commission to strengthen its oversight of the implementation of the TEN-T by

*Amendment*

10. Invites the Commission to strengthen its oversight of the implementation of the TEN-T by

reinforcing relevant instruments **and** the role of the European coordinators in the governance of the corridors; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

reinforcing relevant instruments, the role of the European coordinators in the governance of the corridors, **as well as the role of “one stop shop” of the Designated Authority in the permit granting procedure** ; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

Or. en

**Amendment 255**  
**Jens Gieseke**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

10. Invites the Commission to strengthen its oversight of the implementation of the TEN-T by reinforcing relevant instruments and the role of the European coordinators in the governance of the corridors; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

*Amendment*

10. Invites the Commission to strengthen its oversight of the implementation of the TEN-T by **making use of the powers already conferred to it by the Regulation**, reinforcing relevant instruments and **strengthening** the role of the European coordinators in the governance of the corridors; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

Or. en

**Amendment 256**  
**Roman Haider**

**Motion for a resolution**  
**Paragraph 10**

*Motion for a resolution*

10. Invites the Commission to strengthen its oversight of the

*Amendment*

10. Invites the Commission to strengthen its oversight of the

implementation of the TEN-T *by reinforcing* relevant instruments and the role of the European coordinators in the governance of the corridors; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

implementation of the TEN-T *and to enhance* relevant instruments and the role of the European coordinators in the governance of the corridors; calls on the Commission to clarify how rules and requirements are to be *understood and* interpreted for the purposes of evaluation, reporting and eligibility assessments;

Or. de

#### **Amendment 257**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

#### **Motion for a resolution Paragraph 10**

##### *Motion for a resolution*

10. *Invites* the Commission to strengthen its oversight of the implementation of the TEN-T by reinforcing relevant instruments and the role of the European coordinators in the governance of the corridors; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

##### *Amendment*

10. *Asks* the Commission to strengthen its oversight of the implementation of the TEN-T by reinforcing relevant instruments and the role of the European coordinators in the governance of the corridors, *of particular importance for cross-border projects*; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

Or. en

#### **Amendment 258**

**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

#### **Motion for a resolution Paragraph 10**

##### *Motion for a resolution*

10. *Invites* the Commission to strengthen its oversight of the implementation of the TEN-T by

##### *Amendment*

10. *Urges* the Commission to strengthen its oversight of the implementation of the TEN-T by

reinforcing relevant instruments and the role of the European coordinators in the governance of the corridors; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

reinforcing relevant instruments and the role of the European coordinators in the governance of the corridors; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

Or. en

**Amendment 259**  
**Barbara Thaler**

**Motion for a resolution**  
**Paragraph 10 a (new)**

*Motion for a resolution*

*Amendment*

**10a. Calls on the Commission to draw up a binding timeline with the Member States to ensure completion of the TEN-T core network by 2030;**

***calls on the Commission to bring any necessary infringement procedures as soon as it becomes clear that a section of the TEN-T will not enter into operation according to the schedule set on the basis of the average duration of procedures and the construction time;***

***calls on the Commission to update Parliament annually on construction progress;***

Or. de

**Amendment 260**  
**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

**Motion for a resolution**  
**Paragraph 10 a (new)**

*Motion for a resolution*

*Amendment*

**10 a. Invites the Commission to**



*strengthen the coherence between national transport plans and the TEN-T networks, in order to ensure the proper enforcement and implementation of the TEN-T regulation;*

Or. en

**Amendment 261**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**

**Paragraph 10 a (new)**

*Motion for a resolution*

*Amendment*

*10 a. Calls on the Member States to ensure an effective rationalisation of the procedures – including those governing CEF funding - and a reduction of the administrative burdens and costs to complete the TEN-T Core Network, while implementing a substantial harmonisation of national procedures related to the cross-border projects.*

Or. en

**Amendment 262**

**Jakop G. Dalunde**

**Motion for a resolution**

**Paragraph 10 a (new)**

*Motion for a resolution*

*Amendment*

*10 a. Calls on the Commission to strengthen the role of European Coordinators, for instance giving them the mandate to list and rate TEN-T priorities and giving them a decisive role in the selection of projects; considers that they should be empowered with the responsibility of oversight particularly of the main cross-border links, in view of securing their timely completion;*

**Amendment 263**

**Valter Flego**

**Motion for a resolution**

**Paragraph 10 a (new)**

*Motion for a resolution*

*Amendment*

***10 a. Notes that lack of efficient harmonization and the fair political cooperation between neighbouring Member states may hamper important cross-border projects; calls on the Commission, Member states and other stakeholders to pay equal importance to small-scale projects as to large TEN-T projects;***

Or. en

**Amendment 264**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**

**Paragraph 10 a (new)**

*Motion for a resolution*

*Amendment*

***10 a. Stresses that, given the direct relationship between TEN-T policy and socio-economic and territorial cohesion, there is a need to involve and consult civil society organisations and stakeholders in view of a more efficient and proper implementation of transport infrastructure projects; notes that the exchange of best practices on how to involve civil society organisations and stakeholders for an efficient implementation of TEN-T projects, should be promoted at European, national, regional and local levels;***

**Amendment 265**  
**Magdalena Adamowicz**

**Motion for a resolution**  
**Paragraph 10 a (new)**

*Motion for a resolution*

*Amendment*

***10 a. Stresses that the revision of the TEN-T guidelines should be used to significantly strengthen the role of regions and cities, as well as their associations in the implementation of the TEN-T network, especially with regard to the management of transport corridors, initiation of construction of terminals and logistics centres as well as monitoring of investment implementation;***

Or. en

**Amendment 266**  
**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**  
**Paragraph 10 b (new)**

*Motion for a resolution*

*Amendment*

***10 b. Calls on the Commission to better coordinate the connectivity among different corridors in order to achieve a more responsible systemic resilience, including between Core and Comprehensive network; stresses that the concept of resilience should be extended to infrastructure obsolescence and senescence (also through the implementation of devices for monitoring the safety and security of the infrastructures);***

Or. en

**Amendment 267**

**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

**Motion for a resolution**

**Paragraph 10 b (new)**

*Motion for a resolution*

*Amendment*

***10 b. Regrets that, despite the delays to complete the core network by 2030, the Commission has never used the Article 56 of the Regulation (EU) No 1315/2013 to encourage Member States to speed up the planning and construction of those infrastructures; calls on the Commission to strengthen and use the provisions of this Article in its revision of the TEN-T Guidelines;***

Or. en

**Amendment 268**

**Jakop G. Dalunde**

**Motion for a resolution**

**Paragraph 10 b (new)**

*Motion for a resolution*

*Amendment*

***10 b. Stresses that the European Railway Agency (ERA) must be given a more prominent role in the implementation of the TEN-T; underlines that this would make the ERA better equipped to achieve its objectives, notably contributing to the development and the functioning of a Single European Railway Area, improving railway safety, interoperability and the competitiveness of European railways;***

Or. en

**Amendment 269**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 10 c (new)**

*Motion for a resolution*

*Amendment*

**10 c. Calls on the Commission to strengthen the role of the ERA in implementing the TEN-T by extending its mandates; for instance giving it responsibilities of project coordination and oversight, particularly regarding cross-border links;**

Or. en

**Amendment 270**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 10 d (new)**

*Motion for a resolution*

*Amendment*

**10 d. Calls on the Commission to propose a significant increase of the budget of the ERA, giving it ample means to carry out the extended mandates as proposed in paragraph [X]; deplores the decrease in the 2021 budget; notes that such a decrease is particularly unfortunate as 2021 has been designated as the European Year of Rail;**

Or. en

**Amendment 271**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 10 e (new)**

*Motion for a resolution*

*Amendment*

***10 e. Points out that the ECA have heavily criticised the cost-benefit analysis requirements for large TEN-T projects; calls on the Commission to review the cost-benefit analysis requirements and methodology for TEN-T projects;***

Or. en

**Amendment 272  
Jakop G. Dalunde**

**Motion for a resolution  
Paragraph 10 f (new)**

*Motion for a resolution*

*Amendment*

***10 f. Points out that in the analysis of the socio-economic impact of the elimination of certain bottlenecks and the completion of key segments, particularly cross-border ones that allow the successful interconnection of several countries within the axis, a broader scope is needed rather than the immediate catchment area for the concerned segment, for instance when it comes to the possibilities of enabling long distance rail travelling;***

Or. en

**Amendment 273  
Jakop G. Dalunde**

**Motion for a resolution  
Paragraph 10 g (new)**

*Motion for a resolution*

*Amendment*

***10 g. Suggests that some concrete mega-projects within TEN-T with an expected clear negative climate balance until 2050, as pointed out recently by the ECA special report on the topic, should be put on hold in order not to become counterproductive***

*towards the overall necessary climate  
neutrality goal;*

Or. en

**Amendment 274**  
**Magdalena Adamowicz**

**Motion for a resolution**  
**Subheading 3**

*Motion for a resolution*

*Amendment*

Transport modes

Transport modes *and nodes*

Or. en

**Amendment 275**  
**Andris Ameriks**

**Motion for a resolution**  
**Subheading 3**

*Motion for a resolution*

*Amendment*

Transport modes

Transport modes *and nodes*

Or. en

**Amendment 276**  
**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**  
**Paragraph 11**

*Motion for a resolution*

*Amendment*

11. Points out the importance of **ensuring** quality road infrastructure in the TEN-T and calls for measures to further strengthen road safety in line with Vision Zero and maintain operational safety throughout the life cycle of vulnerable infrastructure;

11. Points out the importance of **enhancing** quality *of* road infrastructure in the TEN-T and calls for measures to further strengthen road safety in line with Vision Zero and maintain operational safety throughout the life cycle of vulnerable infrastructure;

**Amendment 277**

**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

**Motion for a resolution**

**Paragraph 11**

*Motion for a resolution*

11. Points out the importance of ensuring quality road infrastructure in the TEN-T and calls *for* measures to *further strengthen* road safety *in line with* Vision Zero and maintain operational safety throughout the life cycle of vulnerable infrastructure;

*Amendment*

11. Points out the importance of ensuring quality road infrastructure in the TEN-T and calls *on the Commission to take further* measures to *increase the deployment of electric charging points and hydrogen filling stations, taking into account possible future alternative fuels solutions in full respect of the principle of technological neutrality; recalls the importance to invest in innovative and smart* road safety *solutions in order to meet the EU's strategic goal of* Vision Zero and maintain operational safety throughout the life cycle of vulnerable infrastructure;

**Amendment 278**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**

**Paragraph 11**

*Motion for a resolution*

11. Points out the importance of ensuring quality road infrastructure in the TEN-T and calls for measures to further strengthen road safety in line with Vision Zero and maintain operational safety throughout the life cycle of vulnerable infrastructure;

*Amendment*

11. Points out the importance of ensuring quality road infrastructure in the TEN-T and calls for measures to further strengthen road safety in line with Vision Zero and maintain *and improve* operational safety throughout the life cycle of vulnerable infrastructure; *highlights the need to meet the new safety requirements*



*of Directive 2019/1936, including also the protection of Vulnerable Road Users, as well as the need for other regulations, such as Directive 2004/54 on minimum safety requirements for tunnels in the trans-European road network, to be adapted to the new safety, sustainability and digitalisation standards; points out that to this aim, further investment in adaptation and maintenance of infrastructure should be guaranteed; stresses that any simplification of regulatory arrangements and requirements throughout projects procedures within the revision of the TEN-T guidelines, should not be done at the expense of the highest safety standards;*

Or. en

**Amendment 279**  
**Pablo Arias Echeverría**

**Motion for a resolution**  
**Paragraph 11**

*Motion for a resolution*

11. Points out the importance of ensuring quality road infrastructure in the TEN-T and calls for measures to further strengthen road safety in line with Vision Zero and maintain operational safety throughout the life cycle of vulnerable infrastructure;

*Amendment*

11. Points out the importance of ensuring quality road infrastructure in the TEN-T and calls for measures to further ***increase access to alternative fuels and*** strengthen road safety in line with Vision Zero and maintain operational safety throughout the life cycle of vulnerable infrastructure;

Or. es

**Amendment 280**  
**Angel Dzhambazki**

**Motion for a resolution**  
**Paragraph 11**

*Motion for a resolution*

11. Points out the importance of ensuring quality road infrastructure in the TEN-T and calls for measures to further strengthen road safety in line with Vision Zero and maintain operational safety throughout the life cycle of vulnerable infrastructure;

*Amendment*

11. Points out the importance of ensuring quality road infrastructure in the TEN-T ***throughout the Union*** and calls for measures to further strengthen road safety in line with Vision Zero and maintain operational safety throughout the life cycle of vulnerable infrastructure;

Or. en

**Amendment 281**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution  
Paragraph 11 a (new)**

*Motion for a resolution*

*Amendment*

***11 a. Highlights that special certified sections of TEN-T network, as well as on the network of motorways, should be introduced and adapted in order to meet minimum performance standards for automated and semi-automated vehicles and to comply with infrastructure performance covering visibility, state of traffic signals, road signs and road markings; notes that upgrading and maintenance of the infrastructure might be needed to guarantee automated and semi-automated vehicles operate in a safe state in any event or under adverse conditions, which could lead to improvements in safety for conventional vehicles and thus, benefit all road users;***

Or. en

**Amendment 282**

**Tomasz Piotr Poręba, Andor Deli, Petar Vitanov, Petras Auštrevičius, Marian-Jean Marinescu**

**Motion for a resolution**

## Paragraph 11 a (new)

*Motion for a resolution*

*Amendment*

**11 a. Calls on the Commission to address the urgent need to enhance the road infrastructure network along the eastern border of the EU, starting Lithuania and passing through Poland, Slovakia, Hungary, Romania, Bulgaria and ending in Greece; considers that such efforts should build on the long-standing planning done already under the Via Carpatia project on which representatives of the countries concerned signed several declarations on further cooperation on the development of the corridor and updating the route; takes the view that with the construction of the Via Carpatia, outlying regions of the EU will have the opportunity of accelerated development and will be able to catch up more quickly with more developed areas of the EU; points out that the construction of the route will also stimulate investment and business growth, and improve security for the EU as a whole; believes that Via Carpatia needs to receive a proper budget allocation and calls therefore for the 'Via Carpatia' project to be incorporated into the TEN-T core network in order to ensure appropriate EU funding;**

Or. en

## **Amendment 283 Jakop G. Dalunde**

### **Motion for a resolution Paragraph 12**

*Motion for a resolution*

*Amendment*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with

12. Points out the potential of novel and active modes of connected **sustainable** mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely

regions and cities to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T, thus enabling the more seamless and efficient use of infrastructure and services;

with regions and cities to enhance *and conclude relevant missing* last-mile infrastructure and *sustainable* inter-modal connections throughout the TEN-T, *particularly cross-border*, thus enabling the more seamless and efficient use of infrastructure and services *that prevents congestion and contributes to the zero-emission path in a timely manner*;

Or. en

#### **Amendment 284**

**Magdalena Adamowicz**

#### **Motion for a resolution**

##### **Paragraph 12**

###### *Motion for a resolution*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T, thus enabling the more seamless and efficient use of infrastructure and services;

###### *Amendment*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; *in this regard, stresses the importance of taking into account the needs of non-motorised traffic participants in the design and construction of the TEN-T infrastructure and considering these needs as a priority in urban areas*; calls on the Commission and the Member States to work closely with regions and cities to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T, thus enabling the more seamless and efficient use of infrastructure and services;

Or. en

#### **Amendment 285**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

#### **Motion for a resolution**

##### **Paragraph 12**

*Motion for a resolution*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T, thus enabling the more seamless **and** efficient use of infrastructure and services;

*Amendment*

12. Points out the potential of novel and active modes of connected mobility in the urban, **rural** and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T, thus enabling the more seamless, efficient **and safe** use of infrastructure and services **in urban and rural areas; notes that any funds destined to support urban and rural mobility should also comply with safety standards and the scope set out in the newly adopted Directive 2019/1936 and they should also promote investment in public transport, cycle lanes and pedestrian infrastructure;**

Or. en

**Amendment 286**

**Carles Puigdemont i Casamajó**

**Motion for a resolution**

**Paragraph 12**

*Motion for a resolution*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T, thus enabling the more seamless and efficient use of infrastructure and services;

*Amendment*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T, thus enabling the more seamless and efficient use of infrastructure and services **and to fully consider their expertise and knowledge;**

Or. en

**Amendment 287**

**Roman Haider**

**Motion for a resolution**  
**Paragraph 12**

*Motion for a resolution*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T, thus enabling the more seamless and efficient use of infrastructure and services;

*Amendment*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities, **particularly across borders**, to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T thus enabling the more seamless and efficient use of infrastructure and services;

Or. de

**Amendment 288**  
**Giuseppe Ferrandino**

**Motion for a resolution**  
**Paragraph 12**

*Motion for a resolution*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T, thus enabling the more seamless and efficient use of infrastructure and services;

*Amendment*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities to enhance last-mile infrastructure and inter-modal **sustainable and rail-road passenger** connections throughout the TEN-T, thus enabling the more seamless and efficient use of infrastructure and services;

Or. en

**Amendment 289**  
**Jens Gieseke**

**Motion for a resolution**

## Paragraph 12

### *Motion for a resolution*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T, thus enabling the more seamless and efficient use of infrastructure and services;

### *Amendment*

12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities to enhance ***the*** last-mile infrastructure and inter-modal ***and cross-border*** connections throughout the TEN-T, thus enabling the more seamless and efficient use of infrastructure and services;

Or. en

## Amendment 290

**Jakop G. Dalunde, Anna Deparnay-Grunenberg, Jutta Paulus, Ciarán Cuffe, Karima Delli**

### **Motion for a resolution**

#### **Paragraph 12 a (new)**

### *Motion for a resolution*

### *Amendment*

***12 a. Underlines that cycling infrastructure can provide important synergies with other modes of transport, chiefly in urban nodes; encourages Member States to further develop nationwide interurban cycling lanes and to cooperate among them to ensure the necessary cross-border links; stresses that high-quality cycling infrastructure and robust requirements to protect vulnerable road users are a prerequisite for increasing the attractiveness of cycling and ensuring road safety; calls upon the Commission to produce minimum quality standards for cycling infrastructure, eligible for funding under the TEN-T;***

Or. en

## Amendment 291

**Jutta Paulus**

**Motion for a resolution  
Paragraph 12 a (new)**

*Motion for a resolution*

*Amendment*

**12a. Points out that cycling is gaining in significance both in urban areas and along interurban routes; recommends setting uniform standards for cycling infrastructure at the EU level; calls on the Commission and the Member States to develop a common certification system to provide cyclists with information on the quality and suitability of cycle paths (surface, incline, separation from motorised traffic);**

Or. de

**Amendment 292**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena, Josianne Cutajar**

**Motion for a resolution  
Paragraph 12 a (new)**

*Motion for a resolution*

*Amendment*

**12 a. Calls the Commission on the need to provide sufficient and upgrade and create if needed, safe and secure parking areas for trucks along the TEN-T corridors to increase road safety and the wellness of transport workers; highlights that these safe and secure parking areas should have access to charging and refuelling infrastructures; calls on the Commission to provide sufficient financial and human resources to this aim;**

Or. en

**Amendment 293**



**Izaskun Bilbao Barandica**

**Motion for a resolution  
Paragraph 12 a (new)**

*Motion for a resolution*

*Amendment*

**12 a. Advocates a vigorous implementation of the partnership principle in order to promote such regional involvement and also to boost the involvement of stakeholders in the project, by creating alliances at local and regional level that serve to promote the project's timely implementation. Encourages the Commission to work with the Member States on the dissemination at local level of concepts such as 'European added value' to encourage the public debate on these priority projects to go beyond the local level and to incorporate and disseminate the economic and environmental assets which generate new, high value added services and cohesion;**

Or. es

**Amendment 294**

**Jakop G. Dalunde, Jutta Paulus, Anna Deparnay-Grunenberg, Ciarán Cuffe, Karima Delli**

**Motion for a resolution  
Paragraph 12 b (new)**

*Motion for a resolution*

*Amendment*

**12 b. Calls for the inclusion of the EuroVelo cycling network as integral part of TEN-T, namely a separate priority with its own coordinator in addition to existing networks for road, rail and inland waterways; requests the earmarking of CEF funds for its continued realisation, including adequate standardised signalling;**

Or. en

**Amendment 295**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Reiterates the ***crucial role of rail transport in decarbonising transport***; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done ***by*** fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

*Amendment*

13. Reiterates the ***necessity of achieving a comprehensive modal shift from road to rail if the EU's climate targets are to be effectively met***; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done ***through further concrete investments improving rail transport capacity, namely contributing to fully deploying ERTMS, removing barriers and capacity restrictions in the network, applying speedy electrification, further deploying international train connections, ensuring interconnection and interoperability, establishing a level playing field for all modes of transport and optimising rail freight corridors in line with demand; recalls that the Joint Undertaking Shift2Rail has been created for the purpose, and that better coordination with ERA is needed to prioritise investments towards a single European railway area; underlines in this regard that the ERA should play a stronger role than observer in the Shift2rail governing board;***

Or. en

**Amendment 296**  
**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

*Amendment*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, ***removing barriers in the network***, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, ***ensuring a fair and equal access for railway operator to the national networks***, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

Or. en

**Amendment 297**  
**Cláudia Monteiro de Aguiar**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, ***removing*** barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

*Amendment*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, ***through the removal of remaining*** barriers in the network, ensuring ***the modernisation and financing of rolling stock and network infrastructure with a view to achieving*** interconnection and interoperability, and optimising rail freight corridors in line with demand;

Or. pt

**Amendment 298**  
**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

*Amendment*

13. Reiterates the crucial role of rail transport in decarbonising transport ***and mobility in line with the European Green Deal's climate neutrality objectives***; considers that promoting modal shifts and efficient rail transport, ***for both passengers and freight***, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, ***supporting research and innovation***, and optimising rail freight corridors in line with demand;

Or. en

**Amendment 299**

**Izaskun Bilbao Barandica**

**Motion for a resolution**

**Paragraph 13**

*Motion for a resolution*

13. Reiterates the crucial role of ***rail transport*** in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

*Amendment*

13. Reiterates the crucial role of ***the full implementation and development of the Fourth Railway Package, in order for rail to develop its full potential*** in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

Or. es

**Amendment 300**

**Valter Flego**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

*Amendment*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing ***regulatory, operational and technical*** barriers in the network, ***increasing connectivity and developing infrastructure in those areas where it is necessary***; ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand; ***in this regard the improvement of railway infrastructure is crucial for eastern and south-eastern European countries***;

Or. en

**Amendment 301**  
**Tom Berendsen, Massimiliano Salini**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

*Amendment*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ***increasing and optimising infrastructure capacity*** ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand, ***particularly in logistics hubs such as ports and airports***; ***urges the Commission to prioritise the regional***

*cross-border train connectivity in order to strengthen the modal shift in international passenger transport;*

Or. en

**Amendment 302**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

*Amendment*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand; ***calls for a road-map of ERTMS implementation on Rail Freight Corridors to be financed through a Project of European Common Interest under Recovery and Resilience Facility;***

Or. en

**Amendment 303**  
**Jens Gieseke**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by

*Amendment*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by

fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

fully deploying ERTMS, removing barriers **and capacity restrictions** in the **network**, **increasing electrification of the railway** network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

Or. en

**Amendment 304**  
**Jürgen Warborn**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

*Amendment*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, **and where there are missing links in intensively used sections**, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

Or. sv

**Amendment 305**  
**Elżbieta Katarzyna Łukacijewska**

**Motion for a resolution**  
**Paragraph 13**

*Motion for a resolution*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts **and** efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by

*Amendment*

13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts **as well as** efficient rail **and combined** transport, in particular in cross-border situations, must be a priority for the TEN-T

fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;

Or. en

**Amendment 306**  
**Barbara Thaler**

**Motion for a resolution**  
**Paragraph 13 a (new)**

*Motion for a resolution*

*Amendment*

***13a. Stresses also that the different rail systems, market-distorting subsidies and national rules prevent the railway from reaching its full potential; calls, therefore, for the development of the rail infrastructure to be accompanied by measures to cut red tape and eliminate protectionist rules; calls for annual reports to the European Parliament setting out progress;***

Or. de

**Amendment 307**  
**Isabel García Muñoz, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

**Motion for a resolution**  
**Paragraph 13 a (new)**

*Motion for a resolution*

*Amendment*

***13 a. Stresses that regulatory stability is a key enabler to unlock the investments needed from public and private stakeholders to meet the 2030 milestones for the completion of the TEN-T core network, in particular regarding ERTMS deployment; requests the Commission to minimize changes to the Technical***



*Specifications for Interoperability in their 2022 update and that no further update be undertaken before 2030<sup>1a</sup>;*

---

*<sup>1a</sup> Technical Specifications for Interoperability (TSI) are updated every 4 years in average. In the case of ERTMS, this frequent update may discourage stakeholders to launch investments. The next update of the TSI in 2022 should focus on specific topics and should shape the reference baseline until 2030.*

Or. en

**Amendment 308**  
**Giuseppe Ferrandino**

**Motion for a resolution**  
**Paragraph 13 a (new)**

*Motion for a resolution*

*Amendment*

*13 a. Underlines that the development of the TEN-T Networks and the increase of the modal shift require adequate commitment from the Member States and the public administrations in the implementation of the user pays/polluter pays principle and the earmarking of toll revenues, phasing out time-based charges and ensuring the internalisation of external costs on the TEN-T networks. Therefore, invites the Council to support an agreement on far-reaching objectives during the negotiations for the reform of the Directive on Eurovignette, in order to adopt it as soon as possible;*

Or. en

**Amendment 309**  
**Jakop G. Dalunde**

**Motion for a resolution**

**Paragraph 13 a (new)**

*Motion for a resolution*

*Amendment*

**13 a.** *Underlines that European rail infrastructure must ensure sufficient capacity for both freight and passenger trains; stresses that night trains in particular has the prospect of becoming a climate-friendly and competitive alternative for international travel, while at the same time providing higher infrastructure use and hence greater return for investment;*

Or. en

**Amendment 310**

**Massimiliano Salini, Marian-Jean Marinescu, Gheorghe Falcă, Cláudia Monteiro de Aguiar, Elżbieta Katarzyna Łukacijewska, Giuseppe Milazzo, Tom Berendsen, Elissavet Vozemberg-Vrionidi, Markus Pieper**

**Motion for a resolution**

**Paragraph 13 a (new)**

*Motion for a resolution*

*Amendment*

**13 a.** *Underlines that the development of high-speed and high quality passenger rail services throughout the TEN-T core networks shall represent a high priority over the next years, with the aim of creating a widespread network of high-speed rail connections among all the European cities with more than 500.000 inhabitants and increasing substantially the competitiveness of sustainable land transport modes;*

Or. en

**Amendment 311**

**Jakop G. Dalunde**

**Motion for a resolution**

**Paragraph 13 b (new)**

*Motion for a resolution*

*Amendment*

**13 b. Is convinced that high-speed rail represents a feasible and attractive alternative to replace a significant number of short-haul flights and long car journeys, thus playing a crucial role in the sustainable passenger transport transition;**

Or. en

**Amendment 312  
Jakop G. Dalunde**

**Motion for a resolution  
Paragraph 13 c (new)**

*Motion for a resolution*

*Amendment*

**13 c. Calls upon the Commission to adopt binding targets for a modal shift in European transport in accordance with the objectives of the European Climate Law; stresses that those targets should guide the updating and prioritisation in the implementation of the TEN-T;**

Or. en

**Amendment 313  
Jakop G. Dalunde**

**Motion for a resolution  
Paragraph 13 d (new)**

*Motion for a resolution*

*Amendment*

**13 d. Underlines that the full deployment of the ERTMS is a precondition for a competitive and efficient European rail transport system and a truly Single European Railway Area; therefore calls upon the Commission to regularly adopt binding**

*periodic targets for the deployment of the ERTMS, in order to complete its introduction within the core TEN-T network due by 2030; reminds that ERTMS is eligible for CEF funding and that according to the European Court of Auditors the ERA should be granted the necessary powers and resources to act as an efficient and effective system authority and fulfil its enhanced role and responsibilities on ERTMS under the Fourth Railway Package<sup>1d</sup>;*

---

*1d*

*[https://www.eca.europa.eu/Lists/ECADocuments/SR17\\_13/SR\\_ERTMS\\_RAIL\\_EN.pdf](https://www.eca.europa.eu/Lists/ECADocuments/SR17_13/SR_ERTMS_RAIL_EN.pdf)*

Or. en

**Amendment 314**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 13 e (new)**

*Motion for a resolution*

*Amendment*

*13 e. Considers that the core network criteria for railways should be at least maintained, while providing specifications in the definitions and interpretation of procedures to enable interoperability therein; points out to the lack of and harmonised loading gauge in the current TEN-T Regulation;*

Or. en

**Amendment 315**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 13 f (new)**

**13 f.** *Underlines that projects enhancing accessibility, especially for persons with disabilities and older persons, and implementing and ensuring compliance with existing EU rules on transport infrastructure accessibility, particularly in the rail sector<sup>1a</sup>, should be prioritised;*

---

**<sup>1a</sup> Regulation 1300/2014 (TSI-PRM) for the rail sector.**

Or. en

**Amendment 316**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Paragraph 14**

*Motion for a resolution*

14. Stresses the ***importance of inland water transport as a sustainable transport mode and the need*** to ensure capacity, ***quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and rail and road networks;*** ***calls*** for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

*Amendment*

14. Stresses the ***contribution by inland waterway transport to decarbonisation; regards it as a priority*** to ensure capacity, ***a high-quality infrastructure that is climate-resistant and future-proof, and good waterway navigability for long- and short-distance transport; calls for harmonised cross-border implementation of River Information Services (RIS) and*** for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

Or. nl

**Amendment 317**  
**Kathleen Van Brempt, Isabel García Muñoz**

**Motion for a resolution**  
**Paragraph 14**

*Motion for a resolution*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure **capacity, quality** and the good navigability of waterways as well as seamless links between **core and comprehensive** ports and rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

*Amendment*

14. Stresses the importance of inland water transport as a sustainable transport mode **to decarbonise transport** and the need to ensure **high-capacity, climate resilient, future-proof, high-quality infrastructure** and the good navigability of waterways as well as seamless links between ports and rail and road networks **for long and short distance transport**; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

Or. en

**Amendment 318**

**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

**Motion for a resolution**

**Paragraph 14**

*Motion for a resolution*

14. Stresses the importance of inland **water** transport as a sustainable transport mode **and** the need to ensure capacity, quality and **the** good navigability of waterways **as well as** seamless links between core and comprehensive ports and rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

*Amendment*

14. Stresses the importance of inland **waterway** transport as a sustainable transport mode **supporting the contribution of the transport sector to the EU's decarbonisation commitments; highlights that** the need to ensure capacity **and future-proof quality infrastructure** and good navigability of waterways **for long and short distance transport, must be a priority; stresses the importance of ensuring** seamless links between core and comprehensive ports and rail and road networks; **points out the potential value of TEN-T projects in order to increase the percentage in EU river and short-sea freight transport as envisaged in the European Green Deal;** calls for action to be taken **to ensure the harmonised cross-border deployment of River Information System (RIS) and** to facilitate the uptake of innovative and sustainable solutions in the

sector, *while mainstreaming climate mitigation and adaptation measures*;

Or. en

## Amendment 319

Jens Gieseke

### Motion for a resolution

#### Paragraph 14

##### *Motion for a resolution*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways *as well as* seamless links between core and comprehensive ports and rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

##### *Amendment*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways, *in particular against the background of climate change; recognises the important role of ports on the core and comprehensive network as strategic nodes; calls on the Commission to ensure* seamless links between core and comprehensive ports and rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

Or. en

## Amendment 320

Kosma Zlotowski

### Motion for a resolution

#### Paragraph 14

##### *Motion for a resolution*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and rail and road networks; calls for action to be taken to facilitate the uptake of

##### *Amendment*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive *inland and maritime* ports and rail and road networks *accounting for increased*

innovative and sustainable solutions in the sector;

***multimodality of the transport sector***; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

Or. en

**Amendment 321**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 14**

*Motion for a resolution*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

*Amendment*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector; ***calls for a road-map of inland waterways development to be financed through a Project of European Common Interest under Recovery and Resilience Facility***;

Or. en

**Amendment 322**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 14**

*Motion for a resolution*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and

*Amendment*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and



rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector, ***such as ensuring sufficient charging infrastructure for electric ferries***;

Or. en

### **Amendment 323**

**Tom Berendsen, Massimiliano Salini**

#### **Motion for a resolution**

##### **Paragraph 14**

###### *Motion for a resolution*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

###### *Amendment*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, ***reliability***, quality and the good navigability of ***future-proof*** waterways as well as seamless links between core and comprehensive ports and rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

Or. en

### **Amendment 324**

**Massimiliano Salini, Marian-Jean Marinescu, Gheorghe Falcă, Cláudia Monteiro de Aguiar, Elżbieta Katarzyna Łukacijewska, Giuseppe Milazzo, Tom Berendsen, Elissavet Vozemberg-Vrionidi, Markus Pieper**

#### **Motion for a resolution**

##### **Paragraph 14**

###### *Motion for a resolution*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and

###### *Amendment*

14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and

rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

rail and road networks; calls for action to be taken to facilitate the uptake of innovative, *efficient* and sustainable solutions in the sector;

Or. en

#### **Amendment 325**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

#### **Motion for a resolution**

##### **Paragraph 14**

##### *Motion for a resolution*

14. Stresses the importance of inland *water* transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

##### *Amendment*

14. Stresses the importance of inland *waterway* transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;

Or. en

#### **Amendment 326**

**Tomasz Piotr Poręba, Kosma Złotowski**

#### **Motion for a resolution**

##### **Paragraph 14 a (new)**

##### *Motion for a resolution*

##### *Amendment*

***14 a. Stresses the need to further promote and invest in environmental friendly transport modes. In particular sees the need to extend the core network to Major Waterways of International Importance such as E 30 to enable EU Member States who signed the AGN convention further investments achieving the objectives of the European Green Deal;***

**Amendment 327**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena, Josianne Cutajar**

**Motion for a resolution****Paragraph 15***Motion for a resolution*

15. Emphasises the role that high-quality maritime links play in the EU's international **and internal** trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate **needs-based** short-sea links and services **as sustainable complements to** land transport, **to facilitate the cooperation of maritime ports and their connection to their hinterland, and** to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

*Amendment*

15. ***Stresses the importance of the maritime dimension, including the Motorways of the Sea, as an integral part of the TEN-T; emphasises the key role that high-quality maritime links play, not only for in the EU's international, but also for intra-EU trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate sustainable and smart short-sea links and services, seamlessly integrated with land transport; underlines the important role of short sea shipping in achieving modal shift objectives to reduce transport-related congestion and emissions; highlights the need to promote the development, support and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport; underlines the need to enhance climate resilience as a priority for the waterborne sector;***

Or. en

**Amendment 328**

**Magdalena Adamowicz**

**Motion for a resolution****Paragraph 15***Motion for a resolution*

15. Emphasises the role that **high-quality** maritime links play **in** the EU's

*Amendment*

15. Emphasises the **essential** role that maritime links play **not only for** the EU's

international *and internal* trade; considers *that the purpose of* the Motorways of the Sea pillar *is* to facilitate *needs-based* short-sea links and services *as sustainable complements to* land transport, *to facilitate the cooperation of maritime ports and their connection to their hinterland, and* to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

international *but also for intra-EU* trade; considers the Motorways of the Sea pillar *crucial* to facilitate *smart and sustainable* short-sea links and services, *seamlessly integrated with* land transport; *stresses the vital role of short-sea shipping in achieving modal shift objectives as well as in the reduction of transport-related congestion and emissions; underlines the need* to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport; *notes that it is necessary to further support the ongoing development of various clean technologies by stimulating research, removing financial and non-financial barriers for use and enhancing coordination between stakeholders;*

Or. en

#### Amendment 329 Andris Ameriks

#### Motion for a resolution Paragraph 15

##### *Motion for a resolution*

15. Emphasises the role that *high-quality* maritime links play *in* the EU's international *and internal* trade; considers *that the purpose of* the Motorways of the Sea pillar *is* to facilitate *needs-based* short-sea links and services *as sustainable complements to* land transport, *to facilitate the cooperation of maritime ports and their connection to their hinterland, and* to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

##### *Amendment*

15. Emphasises the *important* role that maritime links play, *not only for* the EU's international, *but also for intra-EU* trade; considers the Motorways of the Sea pillar *instrumental* to facilitate *sustainable and smart* short-sea links and services, *seamlessly integrated with* land transport; *underlines the important role of short sea shipping in achieving modal shift objectives, to reduces transport-related congestion and emissions; promotes* the development, *support* and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport; *believes that policy should aim at accompanying the ongoing development of different clean technologies by stimulating*

*research, taking away financial and non-financial barriers for use and enhancing coordination between the different stakeholders; underlines the need for climate resilience as a priority for the waterborne and sector;*

Or. en

#### **Amendment 330**

**Kathleen Van Brempt, Isabel García Muñoz**

#### **Motion for a resolution**

##### **Paragraph 15**

###### *Motion for a resolution*

15. Emphasises the role that high-quality maritime links play in the EU's international and *internal* trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate *needs-based* short-sea links and services *as sustainable complements to* land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

###### *Amendment*

15. Emphasises the role that high-quality maritime links play in the EU's international and *intra-EU* trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate *sustainable and smart* short-sea links and services, *seamlessly integrated with* land transport *by rail and road. Underlines the important role of short sea shipping in achieving modal shift objectives, to reduce transport-related congestion and emissions*, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

Or. en

#### **Amendment 331**

**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

#### **Motion for a resolution**

##### **Paragraph 15**

*Motion for a resolution*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; **considers that the purpose of** the Motorways of the Sea pillar is to facilitate **needs-based** short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

*Amendment*

15. Emphasises **the importance of the maritime dimension and** the role that high-quality maritime links play in the EU's international and internal trade **as an integral part of the TEN-T network; stresses that** the Motorways of the Sea pillar is **instrumental** to facilitate short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

Or. en

**Amendment 332**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 15**

*Motion for a resolution*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to **land** transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean **and** alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

*Amendment*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to **rail** transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean, **fully renewables-based and sustainable** alternative fuels, subject to an impact assessment, **as well as zero-emission** and energy-efficiency solutions for maritime transport;

Or. en

**Amendment 333**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Paragraph 15**

*Motion for a resolution*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

*Amendment*

15. ***Stresses the importance of the maritime dimension as an integral part of the TEN-T network, and is striving to ensure that that maritime links are treated on an equal footing with overland links;*** emphasises the role that high-quality maritime links play in the EU's international and internal trade ***and acknowledges the crucial role of the Motorways of the Sea and short sea shipping as sustainable modes in this context***; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

Or. nl

**Amendment 334**  
**Valter Flego**

**Motion for a resolution**  
**Paragraph 15**

*Motion for a resolution*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate

*Amendment*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; ***highlights that the northern Adriatic ports must strengthen their cooperation through regional coordination for the common promotion of traffic flows for maritime***

the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

*trade; in this regard calls on the Commission to ensure the equal status to all ports in North Adriatic*; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

Or. en

**Amendment 335**  
**Elena Kountoura**

**Motion for a resolution**  
**Paragraph 15**

*Motion for a resolution*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, ***subject to an impact assessment***, and energy-efficiency solutions for maritime transport;

*Amendment*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade ***and territorial cohesion of insular regions***; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, ***according to the Union's climate targets***, and energy-efficiency solutions for maritime transport;

Or. en

**Amendment 336**  
**Elena Kountoura**

**Motion for a resolution**



## Paragraph 15

### *Motion for a resolution*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, ***subject to an impact assessment***, and energy-efficiency solutions for maritime transport;

### *Amendment*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to ***improve connectivity of islands, to*** facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, ***according to the Union's climate targets***, and energy-efficiency solutions for maritime transport;

Or. en

## Amendment 337

Cláudia Monteiro de Aguiar

### **Motion for a resolution**

#### **Paragraph 15**

### *Motion for a resolution*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

### *Amendment*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland ***and outermost regions***, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

Or. pt

## Amendment 338

Jens Gieseke

### Motion for a resolution

#### Paragraph 15

##### *Motion for a resolution*

15. Emphasises the role that high-quality maritime links play *in* the EU's international *and internal* trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

##### *Amendment*

15. Emphasises the role that high-quality maritime links play, *not only for* the EU's international, *but also for intra-EU* trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

Or. en

## Amendment 339

Jürgen Warborn

### Motion for a resolution

#### Paragraph 15

##### *Motion for a resolution*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

##### *Amendment*

15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport; *calls on the Commission, therefore, to evaluate which core-corridor end-points should be*

*made available by sea to connect to another core corridor, with a view to enhancing the possibility of co-financing for important infrastructure projects at intensively used shipping links, and updating the TEN-T maps in line with the findings of that evaluation;*

Or. sv

**Amendment 340**  
**Jörgen Warborn**

**Motion for a resolution**  
**Paragraph 15 a (new)**

*Motion for a resolution*

*Amendment*

*(15a) Emphasises the potential there is for the shipping industry's emissions to be reduced significantly by means of investments in port infrastructure that support the use of alternative fuels and the transition to battery charging while vessels are at berth; points out that such investments should be given particular priority and that the Commission should make relevant climate and environmentally friendly financial instruments available for that purpose;*

Or. sv

**Amendment 341**  
**Josianne Cutajar, Isabel García Muñoz**

**Motion for a resolution**  
**Paragraph 15 a (new)**

*Motion for a resolution*

*Amendment*

*15 a. Stresses the need for the future TEN-T to recognize the strategic nature of European ports, which are at the cross roads of logistics supply chains, linking different infrastructure modes to the*

*benefit of freight and passenger transport; notes the progressive transformation of ports in both energy and digital hubs, which holds great social and economic potential for EU citizens living in coastal areas and islands; calls on the TEN-T to facilitate projects meant to increase synergies within ports between transport, energy and digital infrastructure;*

Or. en

**Amendment 342**  
**Deirdre Clune**

**Motion for a resolution**  
**Paragraph 15 a (new)**

*Motion for a resolution*

*Amendment*

*15 a. Urges the Commission to recognise the wider role of ports aside from purely transport functions, particularly in their potential to aid in decarbonising the wider economy, for example by exploiting onshore and offshore wind opportunities on Europe's Atlantic coast, which could be recognised more prominently within TEN-T policy*

Or. en

**Amendment 343**  
**Magdalena Adamowicz**

**Motion for a resolution**  
**Paragraph 15 a (new)**

*Motion for a resolution*

*Amendment*

*15 a. Stresses the vital role of maritime ports as strategic nodes of the transport network, connecting short-sea and deep-sea shipping with rail, road, inland waterways and pipelines; highlights the cross-border dimension of maritime ports*

*and stresses that ports are not only a component of maritime transport, but clusters of all modes of transport, energy, industry and blue economy; notes the increased development of port cooperation and clustering;*

Or. en

**Amendment 344**

**Kathleen Van Brempt, Isabel García Muñoz**

**Motion for a resolution**

**Paragraph 15 a (new)**

*Motion for a resolution*

*Amendment*

*15 a. Underlines the importance of maritime and inland ports as strategic nodes of the transport network, connecting deep sea and short sea shipping and the hinterland with rail, road, inland waterways and pipelines. Stresses that ports are not only a component of maritime transport, but clusters of all modes of transport and are ideally placed to be enablers of sustainable energy (like renewable energy and green hydrogen), innovative sustainable industry and circular and blue economy, recognises the increased development of port cooperation and clustering;*

Or. en

**Amendment 345**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena, Josianne Cutajar**

**Motion for a resolution**

**Paragraph 15 a (new)**

*Motion for a resolution*

*Amendment*

*15 a. Underlines the importance of*

*maritime ports as strategic and multimodal nodes of the TEN-T; notes the cross-border dimension of maritime ports; stresses the role of ports as clusters of all modes of transport, energy, industry and blue economy; recognises the increased development of port cooperation and clustering;*

Or. en

**Amendment 346**  
**Kosma Zlotowski**

**Motion for a resolution**  
**Paragraph 15 a (new)**

*Motion for a resolution*

*Amendment*

*15 a. Underlines that low carbon shipping should play greater role in rebalancing the EU's transport system; points out that investment activities in modern port infrastructure must be continued, as well as the development of multimodal transport based on sea ports should be pursued;*

Or. en

**Amendment 347**  
**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

**Motion for a resolution**  
**Paragraph 15 a (new)**

*Motion for a resolution*

*Amendment*

*15 a. Considers that the Motorways of the Sea (MoS) requirements in the TEN-T Regulation are excluding national short sea connections; therefore urges the Commission to simplify these requirements, in order to put maritime links on an equal footing with land-based*

*links;*

Or. en

**Amendment 348**

**Deirdre Clune**

**Motion for a resolution**

**Paragraph 15 b (new)**

*Motion for a resolution*

*Amendment*

***15 b. Believes that both the Motorways of the Sea definition and funding eligibility criteria can be better defined and simplified in order to allow for more ports on the comprehensive network to be able to access EU financial support; Stresses that continued EU support for transport investment projects is essential for regional connectivity particularly for peripheral regions;***

Or. en

**Amendment 349**

**Jörgen Warborn**

**Motion for a resolution**

**Paragraph 15 b (new)**

*Motion for a resolution*

*Amendment*

***(15b) Emphasises how important it is to prioritise improved accessibility to TEN-T ports for the largest vessels, including via continuous dredging, channel-deepening and other capacity-building measures as a way of boosting the EU's competitiveness, maintaining the Union's role in world trade and cutting emissions from shipping;***

Or. sv

**Amendment 350**  
**Jakop G. Dalunde**

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

**16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;**

*Amendment*

**deleted**

Or. en

**Amendment 351**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

16. Underlines that air transport is essential for connecting the EU globally **as well as** internally, including its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

*Amendment*

16. Underlines that air transport **and its infrastructures like airports are** essential for connecting the EU globally **and** internally, including its peripheral **and insular** regions, **and for ensuring multimodality i.e. interoperability in particular with rail transport as well as creating synergies between the related EU Agencies**; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network; **considers the further development of the SES II Plus initiative as crucial to achieve a more efficient and sustainable connectivity of the infrastructures; recalls that the COVID-19 crisis has shown the value of air transport for the economy as well as the connectivity of passengers and**



*goods, and therefore the need to ensure its resilience towards new risks and crisis;*

Or. en

#### **Amendment 352**

**Kathleen Van Brempt**

#### **Motion for a resolution**

##### **Paragraph 16**

###### *Motion for a resolution*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

###### *Amendment*

16. Underlines that air transport is essential for connecting the EU globally as well as ***for long distances*** internally, including its peripheral regions; ***highlights the problematic environmental and climate impacts of the aviation sector and*** regards the TEN-T as an important tool for accelerating ***the sustainable transition by, amongst others,*** the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

Or. en

#### **Amendment 353**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

#### **Motion for a resolution**

##### **Paragraph 16**

###### *Motion for a resolution*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, ***including*** its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

###### *Amendment*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, ***particularly*** its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels, ***as well as their charging and refuelling infrastructure,*** in the ***aviation*** sector by providing the necessary capacity at airports in the core

and comprehensive network;

Or. en

#### **Amendment 354**

**Pablo Arias Echeverría**

#### **Motion for a resolution**

##### **Paragraph 16**

###### *Motion for a resolution*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

###### *Amendment*

16. Underlines that air transport is essential for ***the tourism sector in the EU***, connecting the EU globally as well as internally, including its peripheral, ***island and outermost*** regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

Or. es

#### **Amendment 355**

**Izaskun Bilbao Barandica**

#### **Motion for a resolution**

##### **Paragraph 16**

###### *Motion for a resolution*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

###### *Amendment*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network; ***to this end, there is an urgent need for the Single European Sky to be developed comprehensively.***

Or. es

#### Amendment 356

Elżbieta Katarzyna Łukacijewska

#### Motion for a resolution

##### Paragraph 16

##### *Motion for a resolution*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

##### *Amendment*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral, **rural, mountainous and outermost** regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

Or. en

#### Amendment 357

Sara Cerdas

#### Motion for a resolution

##### Paragraph 16

##### *Motion for a resolution*

16. Underlines that air transport is essential for connecting the EU globally as well as **internally**, including its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

##### *Amendment*

16. Underlines that air transport is essential for connecting the EU globally as well as **at European level**, including its peripheral, **outermost and island** regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

Or. pt

#### Amendment 358

Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

*Amendment*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral ***and sparsely populated*** regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

Or. en

**Amendment 359**  
**Cláudia Monteiro de Aguiar**

**Motion for a resolution**  
**Paragraph 16**

*Motion for a resolution*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

*Amendment*

16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral ***and outermost*** regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

Or. pt

**Amendment 360**  
**Sara Cerdas**

**Motion for a resolution**  
**Paragraph 16 a (new)**

*Motion for a resolution*

*Amendment*

***16a. Stresses the specific needs of the outermost regions, which, owing to their***

*geographic location, require closer attention from different Member States. urges the Member States to optimise transport solutions at different levels (air and sea) with a view to tackling insularity and optimising passenger and freight flows, thus encouraging the economic development of these regions;*

Or. pt

**Amendment 361**

**Dominique Riquet, Søren Gade, Caroline Nagtegaal, Izaskun Bilbao Barandica, Nicola Danti, Pierre Karleskind, Valter Flego, Jan-Christoph Oetjen**

**Motion for a resolution  
Paragraph 16 a (new)**

*Motion for a resolution*

*Amendment*

**16 a. Tourism**

*Calls the Commission to explore the possible synergies with EuroVélo and its 16 corridors, notably by increasing financial support, in order to promote cyclo-tourism (local & ecological tourism) in Europe;*

Or. en

**Amendment 362**

**Johan Van Overtveldt**

**Motion for a resolution  
Paragraph 16 a (new)**

*Motion for a resolution*

*Amendment*

**16a. Stresses that pipelines also function as a sustainable transport mode and are essential for the implementation of innovative technologies based on decarbonisation; calls therefore for pipelines to be part of the TEN-T;**

**Amendment 363**

**Andris Ameriks**

**Motion for a resolution**

**Paragraph 16 a (new)**

*Motion for a resolution*

*Amendment*

**16 a. Recognises that pipelines should not only be considered as an energy infrastructure but also as a sustainable mode of transport and should be part of the transport infrastructure network; Pipelines are used to connect industries, to ensure the connection among industry clusters and users, they can play a crucial role in the transport of certain commodities (such as chemical and fuels) and are vital for the implementation of certain decarbonisation technologies (such as carbon capture and storage);**

Or. en

**Amendment 364**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia**

**Motion for a resolution**

**Paragraph 16 a (new)**

*Motion for a resolution*

*Amendment*

**16 a. Underlines that the main hubs of the TEN-T have a strategic role within the Union, and the Union shall cooperate with Member States to safeguard the role of the main TEN-T hubs in particular against any aggressive financial and economic strategy put in place by Third Countries;**

Or. en

**Amendment 365**  
**Kathleen Van Brempt, Isabel García Muñoz**

**Motion for a resolution**  
**Paragraph 16 a (new)**

*Motion for a resolution*

*Amendment*

**16 a. Underlines the importance of increasing synergies between the Trans-European networks in the field of transport, energy and telecommunications**

Or. en

**Amendment 366**  
**Leila Chaibi, Anne-Sophie Pelletier**

**Motion for a resolution**  
**Paragraph 16 a (new)**

*Motion for a resolution*

*Amendment*

**16a. Stresses the importance of a preliminary study to examine the climatic and environmental impact of any planned infrastructure over the course of its entire lifecycle, particularly during the construction phase, with a negative outcome prompting the consideration of alternatives, such upgrades to existing infrastructure;**

Or. fr

**Amendment 367**  
**Carles Puigdemont i Casamajó**

**Motion for a resolution**  
**Paragraph 16 a (new)**

*Motion for a resolution*

*Amendment*

**16 a. Urges the Commission to make a mandatory action plan at Union Core Network level, led by the Commission and**

*previously agreed by the Parliament;  
considers that this action plan should take  
into consideration the measures to be  
implemented on the railway and inland  
waterways in both infrastructure and  
operation; considers that a key point is to  
identify a limited number of strategic  
socio-economic hubs of the Core Network  
with the corresponding clusters of main  
intermodal terminals (strategic terminals)  
duly linked to intermediate and local  
terminals, through suitable rail and barge  
routes;*

Or. en

**Amendment 368**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia, Elena Lizzi, Marco Dreosto, Isabella Tovaglieri, Alessandro Panza**

**Motion for a resolution**

**Paragraph 16 b (new)**

*Motion for a resolution*

*Amendment*

**16 b. Core and Comprehensive Network**

*Calls on the Commission to enhance the completion of strategic cross-border projects, such as the Turin - Lion railway link and the Brenner tunnel, in order to ensure an increased connectivity along the whole TEN-T corridors; stresses the importance of finalizing the projects that ensure a smooth access to the base tunnels; highlights that the realization of the ongoing projects within the Alpine (EUSALP) and Adriatic-Ionian (EUSAIR) macro-regions need to be timely effective and the Member States should give high priority in delivering the related projects;*

Or. en

**Amendment 369**



**Sara Cerdas**

**Motion for a resolution  
Paragraph 16 b (new)**

*Motion for a resolution*

*Amendment*

**16b. Urges the Member States to work together with the governments of outermost regions to develop (air and sea) transport models that address the needs of citizens and businesses. Stresses the importance of using competitive transport models. Draws attention to the need to set competitive prices in transport to and from outermost regions, with a view to addressing their insularity, but also the seasonality that normally affects these regions;**

Or. pt

**Amendment 370  
Andris Ameriks**

**Motion for a resolution  
Paragraph 16 b (new)**

*Motion for a resolution*

*Amendment*

**16 b. Underlines the importance of maritime ports as strategic nodes of the transport network, connecting deep sea and short sea shipping with rail, road, inland waterways and pipelines; notes the cross-border dimension of maritime ports; stresses that ports are not only a component of maritime transport, but clusters of all modes of transport, energy, industry and blue economy; recognises the increased development of port cooperation and clustering;**

Or. en

**Amendment 371**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Roman Haider, Paolo Borchia, Vincenzo Sofo**

**Motion for a resolution  
Paragraph 16 c (new)**

*Motion for a resolution*

*Amendment*

**16 c. Deplores the lack of improvements related to the missing link between Ancona and Bari on the Scandinavian - Mediterranean Corridor; calls on the Commission to ensure the inclusion of this section within the upcoming revision of the TEN-T network, while ensuring the upgrade of the infrastructure and the boost of connections towards the existing hubs;**

Or. en

**Amendment 372**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Paolo Borchia, Vincenzo Sofo, Francesca Donato**

**Motion for a resolution  
Paragraph 16 e (new)**

*Motion for a resolution*

*Amendment*

**16 e. Stresses the importance of realizing strategic projects like the bridge connecting the island of Sicily to the rest of Italy (“Ponte sullo stretto di Messina”) within the Scandinavian - Mediterranean Corridor; highlights that this project would have an important European added value for all EU Southern area and it would ensure an economic boost to the region, with an increased cohesion, social and economic benefit for all citizens and activities in the Mediterranean Sea; calls on the Commission to include this project within the upcoming revision of the TEN-T Network;**

Or. en

#### Amendment 373

Marco Campomenosi, Massimo Casanova, Paolo Borchia, Lucia Vuolo

#### Motion for a resolution

##### Paragraph 16 f (new)

*Motion for a resolution*

*Amendment*

**16 f. Calls on the Commission to strengthen the connectivity between different TEN-T corridors, in particular among the Mediterranean, the Rhine-Alpine and the Scandinavian-Mediterranean Corridors; calls on the Commission to ensure the completion and upgrade of important projects related to the existing missing links within the TEN-T network, such as “Terzo Valico” and “Pontremolese”; calls on the Commission to enhance the completion of projects including the last mile connection to the main hubs, such as the infrastructure accessing the port of Genova in Italy;**

Or. en

#### Amendment 374

Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Paolo Borchia

#### Motion for a resolution

##### Paragraph 17

*Motion for a resolution*

*Amendment*

17. Highlights the **strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating** the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and **the principle of** reciprocity; calls on the Commission to pay special attention to the borders **in Europe** and to

17. Highlights the **importance of safeguarding the interests of the Member States in the approach with the neighbourhood** Countries, **including** the Western Balkans, **in the context of the TEN-T network**; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and **ensuring** reciprocity; calls on the Commission to pay special attention

monitor the impact of the withdrawal of the UK on border regions;

to the *EU* borders and to monitor the impact of the withdrawal of the UK on border regions;

Or. en

#### **Amendment 375**

**Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena**

#### **Motion for a resolution**

##### **Paragraph 17**

###### *Motion for a resolution*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

###### *Amendment*

17. ***Stresses the need to promote better connectivity of the peripheral areas of the EU***; highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

Or. en

#### **Amendment 376**

**Izaskun Bilbao Barandica**

#### **Motion for a resolution**

##### **Paragraph 17**

###### *Motion for a resolution*

17. Highlights ***the*** strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western

###### *Amendment*

17. Highlights ***that it only makes sense to give consideration to the undoubted*** strategic value for the EU of maintaining within the TEN-T close transport links

Balkans; ***considers it expedient*** to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

with third countries and of further integrating the Western Balkans ***if the TEN-T core network is completed on time; once this objective has been achieved, actions along these lines can be considered including*** to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

Or. es

**Amendment 377**  
**Jens Gieseke**

**Motion for a resolution**  
**Paragraph 17**

*Motion for a resolution*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; ***calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;***

*Amendment*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity;

Or. en

**Amendment 378**  
**Andor Deli**

## Motion for a resolution

### Paragraph 17

#### *Motion for a resolution*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

#### *Amendment*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans, ***thus calls on the Commission to consider an appointment of special coordinator for the candidate countries; highlights the importance of direct and active involvement of candidate countries and other stakeholders in the revision process, particularly through the Western Balkans Transport Community***; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

Or. en

## Amendment 379

**Jakop G. Dalunde, Ciarán Cuffe**

## Motion for a resolution

### Paragraph 17

#### *Motion for a resolution*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special

#### *Amendment*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections, ***particularly by railway***, to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the

attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions, ***in particular the damage it could do to mobility to, from and across the island of Ireland; underlines in this regard the importance of promoting maritime routes between the island of Ireland and continental Europe;***

Or. en

#### **Amendment 380**

**Elżbieta Katarzyna Łukacijewska**

#### **Motion for a resolution**

##### **Paragraph 17**

###### *Motion for a resolution*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean ***and Eastern Partnership***, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

###### *Amendment*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans ***and Eastern Partnership countries***; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

Or. en

#### **Amendment 381**

**Kosma Zlotowski**

#### **Motion for a resolution**

##### **Paragraph 17**

###### *Motion for a resolution*

17. Highlights the strategic value for

###### *Amendment*

17. Highlights the strategic value for

the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean **and Eastern Partnership**, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans **and Eastern Partnership countries**; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

Or. en

**Amendment 382**  
**Angel Dzhambazki**

**Motion for a resolution**  
**Paragraph 17**

*Motion for a resolution*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, **and to Asia**, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

*Amendment*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

Or. en

**Amendment 383**  
**Tom Berendsen, Massimiliano Salini**

**Motion for a resolution**  
**Paragraph 17**



*Motion for a resolution*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

*Amendment*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans, ***also in view of the strategic investments and surges in influence by third-countries in this region***; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

Or. en

**Amendment 384**  
**Jörgen Warborn**

**Motion for a resolution**  
**Paragraph 17**

*Motion for a resolution*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

*Amendment*

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the ***EU's EFTA partner countries, as well as the UK and the*** Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;

Or. sv

**Amendment 385**

**Jens Gieseke**

**Motion for a resolution**

**Paragraph 17 a (new)**

*Motion for a resolution*

*Amendment*

***17 a. Calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions; calls on the Commission to maintain the effective connection of Ireland to mainland Europe through the core and comprehensive network whatever the shape of future EU-UK relations;***

Or. en

**Amendment 386**

**Jakop G. Dalunde, Karima Delli, Ciarán Cuffe**

**Motion for a resolution**

**Paragraph 17 a (new)**

*Motion for a resolution*

*Amendment*

***17 a. Insists on the major role of the United Kingdom and the so-called landbridge as part of the TEN-T network; calls on the European Commission to make sure that the United Kingdom will fall within the scope of the European Neighbourhood Policy in order to be recognised as a “neighbouring country” as defined in Article 3, point (b) of the TEN-T Regulation;***

Or. en

**Amendment 387**

**Marco Campomenosi, Massimo Casanova, Lucia Vuolo, Paolo Borchia, Vincenzo Sofo, Francesca Donato**

**Motion for a resolution**  
**Paragraph 17 a (new)**

*Motion for a resolution*

*Amendment*

**17 a. Highlights the strategic importance of the Mediterranean Sea, and the need to strengthen the infrastructure in the Southern Member States, including the insular regions, whilst boosting the attractiveness of its main nodes for all the international operators through appropriate investments and upgrades;**

Or. en

**Amendment 388**

**Caroline Nagtegaal, José Ramón Bauzá Díaz, Elsi Katainen, Søren Gade, Dominique Riquet**

**Motion for a resolution**  
**Paragraph 17 a (new)**

*Motion for a resolution*

*Amendment*

**17 a. Stresses the value of functioning transport networks in the European Arctic for the European supply chains, cross-border cooperation and EU's strategic engagement in the region; calls on the Commission to pay special attention to the Arctic corridors;**

Or. en

**Amendment 389**

**Carles Puigdemont i Casamajó**

**Motion for a resolution**  
**Paragraph 17 a (new)**

*Motion for a resolution*

*Amendment*

**17 a. Stresses that the TEN-T network**

*should have satisfactory cross-border connections with neighbouring countries, as well as a Euro-Mediterranean and a Eurasian outlook and a long train handling;*

Or. en

**Amendment 390**  
**Sven Schulze**

**Motion for a resolution**  
**Paragraph 17 a (new)**

*Motion for a resolution*

*Amendment*

*17 a. Recognises that pipelines are not only seen as a part of the energy infrastructure, but also as a mode of transport; for this reason, they should also be seen as transport infrastructure and be part of that network; acknowledges the role of pipelines as a connection among industry clusters and as a means of transport for commodities such as chemicals and fuels and the importance for the implementation of certain decarbonisation technologies (such as carbon capture and storage);*

Or. en

**Amendment 391**  
**Andris Ameriks**

**Motion for a resolution**  
**Paragraph 17 a (new)**

*Motion for a resolution*

*Amendment*

*17 a. Underlines the importance of increasing synergies between the Trans-European networks in the field of transport, energy and telecommunications;*

**Amendment 392**

**Leila Chaibi, Anne-Sophie Pelletier**

**Motion for a resolution**

**Paragraph 18**

*Motion for a resolution*

*Amendment*

**18.     *Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;***     *deleted*

Or. fr

**Amendment 393**

**Elena Kountoura**

**Motion for a resolution**

**Paragraph 18**

*Motion for a resolution*

*Amendment*

**18.     *Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;***     *deleted*

Or. en

**Amendment 394**

**Jakop G. Dalunde**

**Motion for a resolution**

## Paragraph 18

### *Motion for a resolution*

18. ***Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle;*** urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;

### *Amendment*

18. urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;

Or. en

## Amendment 395

Isabel García Muñoz, Johan Danielsson, Rovana Plumb, Inma Rodríguez-Piñero, Sara Cerdas, Maria Grapini, César Luena

### Motion for a resolution

#### Paragraph 18

### *Motion for a resolution*

18. ***Recognises the role of the TEN-T in enhancing*** military mobility across the EU; insists that the network sections identified as suitable for ***military mobility are developed*** strictly in line with the dual-use principle; urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;

### *Amendment*

18. ***Highlights that transport infrastructure policy offers a clear opportunity to increase synergies between defence needs and TEN-T with the overall aim of improving*** military mobility across the Union, ***taking into account geographical balance and considering the potential benefits for civil protection;*** insists that the ***trans-European*** network sections identified as suitable for ***a dual use of the transport infrastructure should be adapted*** strictly in line with the dual-use principle ***to address both civilian and defence needs;*** urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;

Or. en

## Amendment 396

Jens Gieseke

**Motion for a resolution**  
**Paragraph 18**

*Motion for a resolution*

18. Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; ***urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;***

*Amendment*

18. Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle;

Or. en

**Amendment 397**  
**Johan Van Overtveldt**

**Motion for a resolution**  
**Paragraph 18**

*Motion for a resolution*

18. Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; **urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;**

*Amendment*

18. Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; **urges the Commission to develop plans to protect strategic infrastructure, *in particular seaports*, and the TEN-T as a whole;**

Or. nl

**Amendment 398**  
**Andris Ameriks**

**Motion for a resolution**  
**Paragraph 18**

*Motion for a resolution*

18. Recognises the role of the TEN-T in enhancing military mobility across the

*Amendment*

18. Recognises the role of the TEN-T in enhancing military mobility across the

EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;

EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; urges the Commission to develop plans to protect strategic infrastructure, *in particular sea ports*, and the TEN-T as a whole;

Or. en

**Amendment 399**  
**Magdalena Adamowicz**

**Motion for a resolution**  
**Paragraph 18**

*Motion for a resolution*

18. Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;

*Amendment*

18. Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; urges the Commission to develop plans to protect strategic infrastructure, *including sea ports*, and the TEN-T as a whole;

Or. en

**Amendment 400**  
**Marian-Jean Marinescu**

**Motion for a resolution**  
**Paragraph 18**

*Motion for a resolution*

18. Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;

*Amendment*

18. Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;



*calls on the Commission to support its original proposal for financing military mobility under MFF 2021-2027;*

Or. en

**Amendment 401**

**Jens Gieseke**

**Motion for a resolution**

**Paragraph 18 a (new)**

*Motion for a resolution*

*Amendment*

*18 a. Urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole; calls on the Commission to ensure that European strategic interest, the prohibition of price dumping, the full respect of high European working standards and the principle of reciprocity are better taken into account during tender procedures for TEN-T projects;*

Or. en

**Amendment 402**

**Jens Gieseke**

**Motion for a resolution**

**Paragraph 18 b (new)**

*Motion for a resolution*

*Amendment*

*18 b. Underlines the importance of increasing synergies between the Trans-European networks in the field of transport, energy and telecommunications;*

Or. en