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AMENDMENTS

1 - 211

Draft report

Elena Kountoura

(PE689.693v01-00)

EU Road Safety Policy Framework 2021-2030 – Recommendations on next steps towards "Vision Zero"
(2021/2014(INI))

Amendment 1

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Citation 8 a (new)

Motion for a resolution

Amendment

— *having regard to Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs;*

Or. en

Amendment 2

Tilly Metz

Motion for a resolution

Citation 10 a (new)

Motion for a resolution

Amendment

— *having regard to the Council “Declaration on Cycling as a climate friendly Transport Mode” signed by EU ministers for Transport at the Informal meeting in Luxembourg, October 7th, 2015;*

Or. en

Amendment 3

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Recital A

Motion for a resolution

Amendment

A. whereas every year around 22 700 people still lose their lives on EU roads and around 120 000 are seriously injured; whereas progress in reducing EU fatality rates has stagnated in recent years and, as a result, the target to halve the number of road deaths between 2010 and 2020 was missed; whereas the above figures represent an unacceptable human and social price for EU citizens;

A. whereas every year around 22 700 people still lose their lives on EU roads and around 120 000 are seriously injured; whereas progress in reducing EU fatality rates has stagnated in recent years and, as a result, the target to halve the number of road deaths between 2010 and 2020 was missed; whereas the above figures represent an unacceptable human and social price for EU citizens ***and costs the EU 2% of its annual GDP***;

Or. en

Amendment 4

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini, Josianne Cutajar

Motion for a resolution

Recital A a (new)

Motion for a resolution

Amendment

A a. whereas investments in road safety are a key element of the EU Strategic Action Plan on Road Safety; whereas the persistent high road fatality numbers suggest that more investment should be provided to guarantee road and user safety;

Or. en

Amendment 5

Benoît Lutgen, Elissavet Vozemberg-Vrionidi

Motion for a resolution

Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas according to a Commission study, only 8% of fatalities occur on motorways, while 37% occur in urban areas and 55% on non-motorway rural roads (<https://goo.gl/TtzP54>);

Amendment 6

Elissavet Vozemberg-Vrionidi, Markus Ferber, Benoît Lutgen, Cláudia Monteiro de Aguiar

Motion for a resolution

Recital A a (new)

Motion for a resolution

Amendment

A a. whereas more than 11.800 children and youngsters aged 0-17 years old have been killed in road traffic collisions over the last ten years in the European Union;

Or. en

Amendment 7

Kosma Zlotowski

Motion for a resolution

Recital B

Motion for a resolution

Amendment

B. whereas the EU is being confronted with new trends and challenges in automation that could have a huge impact on road safety; whereas the growing phenomenon of distraction by mobile devices needs to be addressed; whereas in the near future, the presence of both vehicles with a wide range of automated/connected features and traditional vehicles in mixed traffic will pose a new risk, especially for vulnerable road users such as motorcyclists, cyclists and pedestrians;

B. whereas the EU is being confronted with new trends and challenges in automation that could have a huge impact on road safety; whereas ***technological progress means that conditions in the field of mobility change very quickly, which creates challenges for the Member States at both the legislative and the technical level;*** whereas the growing phenomenon of distraction by mobile devices needs to be addressed; whereas in the near future, the presence of both vehicles with a wide range of automated/connected features and traditional vehicles in mixed traffic will pose a new risk, especially for vulnerable road users such as motorcyclists, cyclists and pedestrians;

Amendment 8

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

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

B. whereas the EU is being confronted with new trends and challenges in automation that could have a huge impact on road safety; whereas the growing phenomenon of distraction by mobile devices needs to be addressed; whereas in the near future, the presence of both vehicles with a wide range of automated/connected features and traditional vehicles in mixed traffic will pose **a new risk**, especially for vulnerable road users such as motorcyclists, cyclists and pedestrians;

Amendment

B. whereas the EU is being confronted with new trends and challenges in automation that could have a huge impact on road safety; whereas the growing phenomenon of distraction by mobile devices needs to be addressed; whereas **some technological advances, connectivity and automation, create new road safety opportunities to reduce or compensate for human errors**; whereas in the near future, the presence of both vehicles with a wide range of automated/connected features and traditional vehicles in mixed traffic will pose **new challenges**, especially for vulnerable road users such as motorcyclists, cyclists and pedestrians;

Or. en

Amendment 9

Benoît Lutgen

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

Ba. whereas the goal of improving road safety should be as broad as possible in its scope; whereas in Europe, motorway speed limits are (with one exception) 120 or 130 km/h; whereas in recent years, the mass, power and top speed of new vehicles sold in Europe have increased significantly, from 1 268 kg and 180 km/h

to 1 372 kg and 185 km/h in 10 years;

Or. fr

Amendment 10

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution

Recital B a (new)

Motion for a resolution

Amendment

B a. whereas automation as well as the sharing economy provide new opportunities to tackle congestion especially in urban areas; whereas developing the synergies between safety and sustainability measures in urban areas, could lead to less CO2 emissions, improved air quality, reduced congestion;

Or. en

Amendment 11

Tilly Metz

Motion for a resolution

Recital C

Motion for a resolution

Amendment

C. whereas the share of road deaths of vulnerable road users is increasing, as car users have been the main beneficiaries of improved vehicle safety and other road safety measures; whereas the safety of cyclists and pedestrians must be urgently addressed;

C. whereas the share of road deaths of vulnerable road users is increasing, as car users have been the main beneficiaries of improved vehicle safety and other road safety measures; whereas the safety of cyclists and pedestrians must be urgently addressed; ***whereas a modal shift towards sustainable public transport modes and active mobility is an important tool to reduce road deaths and serious injuries;***

Or. en

Amendment 12
Kosma Zlotowski

Motion for a resolution
Recital C

Motion for a resolution

C. whereas the share of road deaths of vulnerable road users is increasing, as car users have been the main beneficiaries of improved vehicle safety and other road safety measures; whereas the safety of cyclists and pedestrians must be urgently addressed;

Amendment

C. whereas the share of road deaths of vulnerable road users is increasing, as car users have been the main beneficiaries of improved vehicle safety and other road safety measures; whereas ***a systematic increase in the numbers of vehicles on the roads can be observed***; whereas the safety of cyclists and pedestrians must be urgently addressed;

Or. pl

Amendment 13
Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution
Recital C

Motion for a resolution

C. whereas the share of road deaths of vulnerable road users is increasing, as car users have been the main beneficiaries of improved vehicle safety and other road safety measures; whereas the safety of cyclists and pedestrians must be urgently addressed;

Amendment

C. whereas the share of road deaths of vulnerable road users is increasing, as car users have been the main beneficiaries of improved vehicle safety and other road safety measures; whereas the safety of ***motorbike riders***, cyclists and pedestrians must be urgently addressed;

Or. en

Amendment 14
Kosma Zlotowski

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

Ca. *whereas ensuring more secure infrastructure and better conditions for micromobility and pedestrians is the best incentive for people to stop using individual car transport; whereas the increase in the number of vulnerable road users at the expense of cars will contribute to reducing air pollution, diminish the problem of congestion in cities and have a positive impact on the health of residents and the development of pro-health attitudes among road users;*

Or. pl

Amendment 15

Tilly Metz

Motion for a resolution

Recital C a (new)

Motion for a resolution

Amendment

C a. *whereas speed and speeding are key factors in around 30 % of fatal road crashes and an aggravating factor in most crashes; whereas both the risk of fatal accidents and the severity of consequences in terms of serious injuries drastically increase at speeds above 30 km/h; whereas reducing the number of fatal accidents and serious injuries towards Vision Zero will require the setting up of 30 km/h speed limits in residential areas;*

Or. en

Amendment 16

Benoît Lutgen, Elissavet Vozemberg-Vrionidi

Motion for a resolution

Recital C a (new)

Motion for a resolution

Amendment

Ca. *whereas, although they account for only 2% of the total number of kilometres travelled, powered two-wheelers account for 17% of the total number of road fatalities; whereas there are significant disparities between countries; whereas the EU should give priority to taking further action to improve their safety in the next decade;*

Or. fr

Amendment 17

Elissavet Vozemberg-Vrionidi, Markus Ferber, Benoît Lutgen, Cláudia Monteiro de Aguiar, Andrey Novakov, Gheorghe Falcă

Motion for a resolution

Recital C a (new)

Motion for a resolution

Amendment

C a. *whereas the safety behaviour of road users (such as speed, use of protective equipment like seatbelts and crash helmets, driving without alcohol and other drugs, driving, riding and walking without distraction) and its enforcement is a key in the prevention and mitigation of fatal road accidents;*

Or. en

Amendment 18

Tilly Metz

Motion for a resolution

Recital C b (new)

Motion for a resolution

Amendment

C b. *whereas some big cities across the Union have introduced 30 km/h measures in whole urban areas or large and relevant parts of it, as well as other pioneering*

measures to reduce the traffic and speed within those areas, such as “superblocks” and “peaceful neighbourhoods”, moreover freeing up public space for active mobility, green spaces and terraces;

Or. en

Amendment 19
Benoît Lutgen, Elissavet Vozemberg-Vrionidi

Motion for a resolution
Recital C b (new)

Motion for a resolution

Amendment

Cb. whereas each category of road user should be made more aware of the shortcomings of users of types of vehicle other than their own;

Or. fr

Amendment 20
Tilly Metz

Motion for a resolution
Recital C c (new)

Motion for a resolution

Amendment

C c. whereas the weight, power and top speed of new cars sold in the EU are increasing and it is becoming more common with vehicles with a square front; whereas the growing trend in sales of bigger and heavier cars such as Sport Utility Vehicles has increased road safety risks, in particular for vulnerable road users but also eventually for smaller vehicle occupants in case of a collision, given the disparities in mass of the vehicles; whereas these trends are having a negative impact on air pollutants and CO2 emissions;

Amendment 21

Tilly Metz

Motion for a resolution

Recital C d (new)

Motion for a resolution

Amendment

C d. whereas the LISA Car concept promotes the choice of cars whose weight, power, top speed and front design are optimised to limit the safety risk they present and CO2 emissions;

Or. en

Amendment 22

Kosma Złotowski

Motion for a resolution

Recital D

Motion for a resolution

Amendment

D. whereas among pedestrians, road deaths affect almost twice as many women as men; whereas gender and social inequalities also exist in mobility and road safety aspects;

D. whereas among pedestrians, road deaths affect almost twice as many women as men; whereas gender, ***age*** and social inequalities also exist in mobility and road safety aspects;

Or. pl

Amendment 23

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution

Recital E

Motion for a resolution

Amendment

E. whereas achieving the new EU road safety targets requires increased and

E. whereas achieving the new EU road safety targets requires ***more intensive and***

targeted enforcement measures at national level and effective cooperation on cross-border enforcement of penalties;

cooperative efforts to develop strong European road safety policies with stakeholders, research and innovation support, in order to prepare policy based solutions based on solid data and impact analysis, increased and targeted enforcement measures at national level and effective cooperation on cross-border enforcement of penalties;

Or. en

Amendment 24

Tilly Metz

Motion for a resolution

Recital E a (new)

Motion for a resolution

Amendment

E a. whereas the main causes of road traffic collisions include speed, drink and drug driving and, especially whilst driving for work, higher levels of fatigue and distraction;

Or. en

Amendment 25

Vera Tax, Isabel García Muñoz

Motion for a resolution

Recital F

Motion for a resolution

Amendment

F. whereas 40 % of all road deaths in the EU are work-related; whereas driver fatigue is common on EU roads;

F. whereas 40 % of all road deaths in the EU are work-related; whereas driver fatigue is common on EU roads; ***whereas often truck cabins are not equipped with parking air conditioners - or equivalent climatisation systems - which can seriously undermine the well-being of drivers who regularly sleep in the cabin, considering the increase of heatwaves due to global warming;***

Amendment 26

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini, Josianne Cutajar

Motion for a resolution

Recital F a (new)

Motion for a resolution

Amendment

F a. whereas the Sustainable Development Goals include Goal 11 which advocates to “make cities and human settlements inclusive, safe, resilient and sustainable”; whereas Goal 11 targets the need “to provide by 2030 access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons”;

Or. en

Amendment 27

Elena Kountoura

Motion for a resolution

Recital F a (new)

Motion for a resolution

Amendment

F a. whereas less car use in cities and urban areas, combined with safer environments for pedestrians and cyclists, improve road safety and air quality, reduce CO2 emissions and congestion and help develop a more active and healthy lifestyle;

Or. en

Amendment 28

Elissavet Vozemberg-Vrionidi, Markus Ferber, Benoît Lutgen, Cláudia Monteiro de Aguiar, Gheorghe Falcă

Motion for a resolution

Recital G

Motion for a resolution

G. whereas the implementation of the national road safety plans and the new EU road safety policy framework requires sufficient financial resources both from the Member States and the EU budget;

Amendment

G. whereas the implementation of the national road safety plans and the new EU road safety policy framework requires ***stability in funding support and*** sufficient financial resources both from the Member States and the EU budget;

Or. en

Amendment 29

Kosma Zlotowski

Motion for a resolution

Recital G a (new)

Motion for a resolution

Amendment

Ga. whereas 53% of accidents take place on rural roads^{1a}; whereas over 30% of accidents resulted in part from inadequate or badly-maintained road infrastructure or environment^{2a}; whereas new investment and proper maintenance of existing infrastructure throughout its life cycle are key to road safety;

1a

<https://www.europarl.europa.eu/news/en/headlines/society/20191129STO67756/emissions-from-planes-and-ships-facts-and-figures-infographic>

2a Danish Road Traffic Accident Investigation Board (2014), 'Why do road traffic accidents happen?'; Elvik, Hove et al (2012), 'The Handbook of Road Safety Measures'.

Amendment 30**Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini****Motion for a resolution****Paragraph 1***Motion for a resolution*

1. Welcomes the fact that the EU has reaffirmed in the 2021-2030 EU road safety policy framework its long-term vision to get close to zero deaths by 2050, known as Vision Zero, and its medium-term goal to reduce deaths and serious injuries by 50 % by 2030; highlights that these EU goals and targets relating to road safety should be underpinned by a coordinated, well-planned, systematic and well-financed road safety approach at EU, national and local level;

Amendment

1. Welcomes the fact that the EU has reaffirmed in the 2021-2030 EU road safety policy framework its long-term vision to get close to zero deaths by 2050, known as Vision Zero, and its medium-term goal to reduce deaths and serious injuries by 50 % by 2030; ***calls for a detailed road map for EU action against which performance is measured and delivery made accountable to specific bodies***; highlights that these EU goals and targets relating to road safety should be underpinned by a coordinated, well-planned, systematic and well-financed road safety approach at EU, national and local level; ***asks Member States that have not yet sufficiently aligned their national road safety strategies with the objectives of the EU road safety policy framework 2021-2030 to address, as soon as possible, this shortcoming; notes that road safety requires integration into other interrelated policy areas and calls for the creation of a cross-DG coordination group reporting both to the relevant commissioners, the Road Safety Co-ordinator and to the European Commission's High Level Group on Road Safety***;

Amendment 31**Tilly Metz, Ciarán Cuffe****Motion for a resolution**

Paragraph 1

Motion for a resolution

1. Welcomes the fact that the EU has reaffirmed in the 2021-2030 EU road safety policy framework its long-term vision to get close to zero deaths by 2050, known as Vision Zero, and its medium-term goal to reduce deaths and serious injuries by 50 % by 2030; highlights that these EU goals and targets relating to road safety should be underpinned by a coordinated, well-planned, systematic and well-financed road safety approach at EU, national and local level;

Amendment

1. Welcomes the fact that the EU has reaffirmed in the 2021-2030 EU road safety policy framework its long-term vision to get close to zero deaths by 2050, known as Vision Zero, and its medium-term goal to reduce deaths and serious injuries by 50 % by 2030; highlights that these EU goals and targets relating to road safety should be underpinned by a coordinated, well-planned, systematic and well-financed road safety approach at EU, national and local level; ***stresses however that deaths and injuries on our roads are unacceptable and preventable and that therefore the EU should aim to increase its level of ambition and aim to reduce deaths and serious injuries by at least 60% by 2030;***

Or. en

Amendment 32

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Welcomes the fact that the EU has reaffirmed in the 2021-2030 EU road safety policy framework its long-term ***vision*** to get close to zero deaths by 2050, known as Vision Zero, and its medium-term goal to reduce deaths and serious injuries by 50 % by 2030; highlights that these EU goals and targets relating to road safety should be underpinned by a coordinated, well-planned, systematic and well-financed road safety approach at EU, national and local level;

Amendment

1. Welcomes the fact that the EU has reaffirmed in the 2021-2030 EU road safety policy framework its long-term ***strategic goal*** to get close to zero deaths ***and zero serious injuries on European roads*** by 2050, known as Vision Zero, and its medium-term goal to reduce deaths and serious injuries by 50 % by 2030; highlights that these EU goals and targets relating to road safety should be underpinned by a coordinated, well-planned, systematic and well-financed road safety approach at EU, national, ***regional*** and local level;

Amendment 33

Elissavet Vozemberg-Vrionidi, Markus Ferber, Benoît Lutgen, Cláudia Monteiro de Aguiar, Gheorghe Falcă, Andrey Novakov

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

Motion for a resolution

Amendment

1 a. Calls on the Commission to explore in close cooperation with the European Investment Bank ways to facilitate public authorities' access to appropriate financial support for improving of road safety issues such as safer and cleaner transport facilities and safer fleets;

Or. en

Amendment 34

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution**Paragraph 2**

Motion for a resolution

Amendment

2. Welcomes in this regard the adoption of the safe system approach at EU level, based on a performance framework and timed targets for the reduction of casualties and serious injuries; welcomes the setting up of key performance indicators (KPIs) established in cooperation with Member States to enable a more focused and targeted analysis of the Member States' performances and to identify shortcomings; **calls on the Commission to set outcome targets by 2023**; underlines the importance of the ongoing cooperation between the EU and the Members States in this regard and

2. Welcomes in this regard the adoption of the safe system approach at EU level, based on a performance framework and timed targets for the reduction of casualties and serious injuries; welcomes the setting up of key performance indicators (KPIs) established in cooperation with Member States to enable a more focused and targeted analysis of the Member States' performances and to identify shortcomings; **recalls that the Communication "Europe on the Move – Sustainable Mobility for Europe: safe, connected and clean" in 2018 confirmed the EU's long-term goal of moving to zero**

urges all Members States to fully commit to this exercise and agree on a harmonised methodology for KPIs that will allow Member States to *be compared*;

fatalities in road transport by 2050 and added that the same should be achieved for serious injuries; highlights that the same communication proposed new interim targets of reducing the number of road deaths by 50% between 2020 and 2030 as well as reducing the number of serious injuries by 50% in the same period, as recommended in the Valletta Declaration; underlines the importance of the ongoing cooperation between the EU and the Members States in this regard and urges all Members States to fully commit to this exercise and agree on a harmonised methodology for KPIs that will allow Member States to *compare data*; *stresses the importance of promoting best national practices, in order to improve harmonisation and to bring together the existing different national approaches to road safety*;

Or. en

Amendment 35
Tilly Metz, Ciarán Cuffe

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Welcomes in this regard the adoption of the safe system approach at EU level, based on a performance framework and timed targets for the reduction of casualties and serious injuries; welcomes the setting up of key performance indicators (KPIs) established in cooperation with Member States to enable a more focused and targeted analysis of the Member States' performances and to identify shortcomings; calls on the Commission to set outcome targets by 2023; underlines the importance of the ongoing cooperation between the EU and the Members States in this regard and urges all Members States to fully commit

Amendment

2. Welcomes in this regard the adoption of the safe system approach at EU level, based on a performance framework and timed targets for the reduction of casualties and serious injuries; welcomes the setting up of key performance indicators (KPIs) established in cooperation with Member States to enable a more focused and targeted analysis of the Member States' performances and to identify shortcomings; calls on the Commission to set outcome targets by 2023; underlines the importance of the ongoing cooperation between the EU and the Members States in this regard and urges all Members States to fully commit

to this exercise and agree on a harmonised methodology for KPIs that will allow Member States to be compared;

to this exercise and agree on a harmonised methodology for KPIs that will allow Member States to be compared; ***believes however that there is room for improvement in these KPIs and urges the Commission to improve and consider extending these indicators as soon as possible and updating them in its Road Safety Action Plan; believes the KPI for protective equipment should be complemented by a KPI that collects exposure data according to the modal share travelling distance and time for all road users (pedestrians, cyclists, powered two-wheelers, cars, vans, heavy duty vehicles) and by road types, in order to better understand the different related risk ratios and dangers;***

Or. en

Amendment 36

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini, Josianne Cutajar

Motion for a resolution Paragraph 2 a (new)

Motion for a resolution

Amendment

2 a. Highlights that EU funding is crucial to invest in sustainable and smart road safety solutions and accelerate the delivery of road safety results across the EU; welcomes that CEF 2021-2027 foresees financing in safe and secure infrastructure and mobility projects, including road safety; calls on the Commission to safeguard and increase investment on road safety at EU level across all relevant EU financing programmes, including in research and innovation;

Or. en

Amendment 37
Elena Kountoura

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2 a. Recalls that, although road safety is a shared responsibility among all actors and authorities concerned at EU, national and local level, the EU should exercise a strong leadership, in order to ensure that road safety remains a priority in road transport, contributing to closing the road safety gap between Member States and remaining a global leader in this domain;

Or. en

Amendment 38
Kosma Zlotowski

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Regrets the fact that key performance indicators for vehicle safety disregard the safety of powered two-wheeled vehicles; calls on the Commission to draw up a vehicle safety index for L-category vehicles; underlines the need to include all key indicators for L-category vehicles within its scope;

Or. pl

Amendment 39
Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2 a. *Calls on the Commission to extend the programme “EU Road Safety Exchange” aiming at improving the road safety performance, currently focusing on six Member States to all EU Member States;*

Or. en

Amendment 40

Benoît Lutgen, Elissavet Vozemberg-Vrionidi

Motion for a resolution

Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. *Calls on the Commission to extend key performance indicators for every vehicle type, including powered two-wheelers, and every type of driver;*

Or. fr

Amendment 41

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution

Paragraph 3

Motion for a resolution

Amendment

3. Calls on all Member States to earmark an adequate part of their national budget, which, coupled with EU funds, should make it possible to implement their national road safety programmes and the new 2021-2030 EU Road Safety Policy Framework;

3. *Calls on the Commission to further promote the EU funding opportunities through regional and cohesion funds, the Connecting Europe Facility and the “Safer Transport Platform” launched by the European Investment Bank (EIB); stresses the importance of funding and making the eligibility criteria clearer for road safety actions also through future EU instruments, such as Invest EU and CEF2*

Regulation; aiming at accelerating the delivery of road safety results; furthermore, calls on all Member States to earmark an adequate part of their national budget, which, coupled with EU funds, should make it possible to implement their national road safety programmes and the new 2021-2030 EU Road Safety Policy Framework;

Or. en

Amendment 42

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution Paragraph 3

Motion for a resolution

3. Calls on all Member States to earmark an adequate part of their national budget, which, coupled with EU funds, should make it possible to implement their national road safety programmes and the new 2021-2030 EU Road Safety Policy Framework;

Amendment

3. Calls on all Member States to earmark an adequate part of their national budget, which, coupled with EU funds, should make it possible to implement their national road safety programmes and the new 2021-2030 EU Road Safety Policy Framework; ***calls on the Commission to support and encourage Member States to invest throughout their national recovery and resilience plans in a safer, more sustainable, resilient and multimodal TEN-T network;***

Or. en

Amendment 43

Elissavet Vozemberg-Vrionidi, Benoît Lutgen, Cláudia Monteiro de Aguiar

Motion for a resolution Paragraph 3

Motion for a resolution

3. Calls on all Member States to earmark an adequate part of their national budget, which, coupled with EU funds,

Amendment

3. Calls on all Member States to earmark an adequate part of their national budget ***to support the creation of National***

should make it possible to implement their national road safety programmes and the new 2021-2030 EU Road Safety Policy Framework;

Road Safety Fund as a mechanism for receiving the sums from the fines of the Road Traffic Code, which, coupled with EU funds, should make it possible to implement their national road safety programmes and the new 2021-2030 EU Road Safety Policy Framework;

Or. en

Amendment 44

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3 a. Calls on the Commission to encourage Member States to prioritise the TEN-T network, in their partnerships agreements and operational programmes; calls Member States to reserve specific financing in ESIF Funding for 2021-2027 for safe, smart and sustainable mobility actions in the TEN-T network, including in road safety;

Or. en

Amendment 45

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini, Josianne Cutajar

Motion for a resolution

Paragraph 3 b (new)

Motion for a resolution

Amendment

3 b. Calls on the Commission to propose a Decisión to dedicate a European Year for Road Safety as part of the 2021-2030 EU Road Safety Policy Framework;

Or. en

Amendment 46
Mario Furore, Laura Ferrara

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, **including** investments in maintaining existing infrastructure and in the construction of new infrastructure; welcomes, in this regard, the launch of the Safer Transport Platform initiative and calls on all interested parties to consider its use;

Amendment

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, **above all** investments in maintaining existing infrastructure and, **where necessary**, in the construction of new infrastructure; **takes the view that an in-depth analysis of the environmental situation is essential in order to ensure maximum infrastructure safety, especially where the impact of construction has fundamentally altered the hydrogeological stability of the land**; welcomes, in this regard, the launch of the Safer Transport Platform initiative and calls on all interested parties to consider its use;

Or. it

Amendment 47
Tilly Metz

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, including investments in maintaining existing infrastructure and **in the construction of new infrastructure**; welcomes, in this regard, the launch of the Safer Transport Platform initiative and calls on all interested parties to consider its use;

Amendment

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, including investments in maintaining existing infrastructure and **upgrading it in view of adequately protecting vulnerable road users; acknowledges the importance of a modal shift towards active and sustainable public transport modes to improve road safety**; welcomes, in this regard, the launch of the Safer Transport

Platform initiative, *which explicitly calls for projects with good impacts on accident mitigation, including traffic calming measures and better and safer facilities for cyclists and pedestrians* and calls on all interested parties to consider its use;

Or. en

Amendment 48

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar, Andrey Novakov, Gheorghe Falcă

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, including investments in maintaining existing infrastructure and in the construction of new infrastructure; welcomes, in this regard, the launch of the Safer Transport Platform initiative and calls on all interested parties to consider its use;

Amendment

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, including investments in maintaining existing infrastructure and in the construction of new infrastructure; ***calls on Member States to acknowledge the importance of shifting transport modes to walking, cycling, and public transport as an important tool to reduce danger on the roads;*** welcomes, in this regard, the launch of the Safer Transport Platform initiative and calls on all interested parties to consider its use ***which explicitly calls for improved facilities for sustainable transport;***

Or. en

Amendment 49

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution

Paragraph 4

Motion for a resolution

Amendment

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, including investments in maintaining existing infrastructure and in the construction of new infrastructure; welcomes, in this regard, the launch of the Safer Transport Platform initiative and calls on all interested parties *to consider* its use;

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, including investments in maintaining existing infrastructure and in the construction of new infrastructure; welcomes, in this regard, the launch of the Safer Transport Platform initiative and calls on *the Commission and the EIB to consider launching awareness-raising and information campaigns in order to ensure that* all interested parties *are well informed about the conditions of* its use;

Or. en

Amendment 50
Benoît Lutgen

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, including investments in maintaining existing infrastructure and in the construction of new infrastructure; welcomes, in this regard, the launch of the Safer Transport Platform initiative and calls on all interested parties to consider its use;

Amendment

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, *giving priority to work in accident black spots*, including investments in maintaining existing infrastructure and in the construction of new infrastructure, *particularly in rural areas*; welcomes, in this regard, the launch of the Safer Transport Platform initiative and calls on all interested parties to consider its use;

Or. fr

Amendment 51
Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini, Josianne Cutajar

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, including investments in maintaining existing infrastructure and in the construction of new infrastructure; welcomes, in this regard, the launch of the Safer Transport Platform initiative and calls on all interested parties to consider its use;

Amendment

4. Calls on the Member States and the Commission to prioritise investments with the greatest benefit in terms of road safety, including investments in maintaining existing infrastructure and in the construction of new infrastructure, ***as well as in promoting active modes such as walking and cycling***; welcomes, in this regard, the launch of the Safer Transport Platform initiative and calls on all interested parties to consider its use;

Or. en

Amendment 52

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Considers that improved maintenance of the TEN-T network contributes to its efficiency and seamless continuity, enhances the sustainability, performance, and the resilience, while also improving road safety, with particular emphasis on vulnerable road users, such as pedestrians, cyclists, motorcyclists, moped riders and other micromobility users; calls on the Commission to facilitate and incentivise investments in network maintenance and to implement a core network monitoring plan on maintenance at European level; asks the Commission and the Member States, together with the European Investment Bank (EIB) to study new funding schemes to facilitate investments in maintenance of the network; further calls on Member States, furthermore, to develop specific national plans for ordinary and extraordinary maintenance funding;

Amendment 53
Mario Furore, Laura Ferrara

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Points out that the entry into force of Regulation (EU) No 305/2011 has required all Member States to adopt new procedures and references, with a view to standardising material specifications for construction products, in particular with regard to road materials; notes that sensibilities continue to differ among construction operators in the various Member States, however, with regard to the suitability of products and the adoption of voluntary standards, in addition to the mandatory ones; considers it important to promote the use of innovative high-performance materials and calls on the Commission to actively monitor the use of new materials and to provide information that is easily accessible to operators;

Or. it

Amendment 54
Elissavet Vozemberg-Vrionidi, Markus Ferber, Cláudia Monteiro de Aguiar, Benoît Lutgen, Gheorghe Falcă, Andrey Novakov

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Calls on the Commission to encourage the use of EU financial support from the European Structural and Investment Funds for road safety upgrades of infrastructure, especially in

Member States with comparatively poor road safety performance, and encourage the use of the Connecting Europe Facility for this matter; Underlines that in the long term, it is important to provide stability and coherence in funding solutions for infrastructure upgrades, other road safety actions as well as capacity building;

Or. en

Amendment 55

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the new directive; calls on the Commission and the Member States to agree as soon as possible on a methodology to carry out systematic network-wide road assessments as mandated in the revision of the above-mentioned act; calls on the Commission and the Member States to speed up the work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles;

Amendment

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the new directive; calls on the Commission and the Member States to agree as soon as possible on a methodology to carry out systematic network-wide road assessments as mandated in the revision of the above-mentioned act; ***highlights the importance of using infrastructure to introduce self-explaining, self-enforcing roads, specifically in dangerous zones, or zones with a prevalence of vulnerable road users for the safety of all participants in road traffic; recalls the importance of the performance of road signs and markings, including their placing, visibility and retro-reflectivity, especially for the good functioning of driver assistance systems,***

such as Intelligent Speed Assistance and Lane Keeping Assistance; calls on the Commission and the Member States to speed up the work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles; reminds that according to the Commission's impact assessment, these new rules have the potential to save up to 3200 lives and avoid 20 700 serious injuries by 2030;

⁴ 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, OJ L 305, 26.11.2019, p. 1.

⁴ 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, OJ L 305, 26.11.2019, p. 1.

Or. en

Amendment 56

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the new directive; calls on the Commission and the Member States to agree as soon as possible on a methodology to carry out systematic network-wide road assessments as mandated in the revision of the above-mentioned act; calls on the Commission and the Member States to speed up the

Amendment

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the new directive; calls on the Commission and the Member States to agree as soon as possible on a methodology to carry out systematic network-wide road assessments as mandated in the revision of the above-mentioned act, ***including, when relevant, elements important for safety of active***

work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles;

road users; calls on the Commission and the Member States to speed up the work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles; ***notes that 38% of road deaths occur on urban roads and 54% on rural roads; encourages Member States to apply the instruments of Directive 2019/1936 on all primary roads including all main rural and main urban roads; calls on the Commission within their new Forum of European road safety auditors to elaborate common EU curricula for road infrastructure auditors and inspectors, including specific training on the needs of Vulnerable Road Users: pedestrians, cyclists, PTWs, the elderly and road users with reduced mobility;***

⁴ 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, OJ L 305, 26.11.2019, p. 1.

⁴ 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, OJ L 305, 26.11.2019, p. 1.

Or. en

Amendment 57 **Tilly Metz**

Motion for a resolution **Paragraph 5**

Motion for a resolution

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the

Amendment

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the

new directive; calls on the Commission and the Member States to agree as soon as possible on a methodology to carry out systematic network-wide road assessments as mandated in the revision of the above-mentioned act; calls on the Commission and the Member States to speed up the work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles;

new directive; calls on the Commission and the Member States to agree as soon as possible on a methodology to carry out systematic network-wide road assessments, ***including elements of roads relevant for the safety of vulnerable road users*** as mandated in the revision of the above-mentioned act; calls on the Commission and the Member States to speed up the work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles; ***and on the quality requirements for walking and cycling infrastructure so as to tackle the unsatisfactory level of safety for active road users;***

⁴ 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, OJ L 305, 26.11.2019, p. 1.

⁴ 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, OJ L 305, 26.11.2019, p. 1.

Or. en

Amendment 58 **Kosma Złotowski**

Motion for a resolution **Paragraph 5**

Motion for a resolution

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the new directive; calls on the Commission and the Member States to agree as soon as

Amendment

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the new directive; calls on the Commission and the Member States to agree as soon as

possible on a methodology to carry out systematic network-wide road assessments as mandated in the revision of the above-mentioned act; calls on the Commission and the Member States to speed up the work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles;

⁴ 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, OJ L 305, 26.11.2019, p. 1.

possible on a methodology to carry out systematic network-wide road assessments as mandated in the revision of the above-mentioned act, ***taking into account elements which are important for the safety of active road users***; calls on the Commission and the Member States to speed up the work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles; ***calls on the Commission to speed up work on quality requirements for pedestrian and cycling infrastructure***;

⁴ 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, OJ L 305, 26.11.2019, p. 1.

Or. pl

Amendment 59 **Elena Kountoura**

Motion for a resolution **Paragraph 5**

Motion for a resolution

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the new directive; calls on the Commission and the Member States to agree as soon as possible on a methodology to carry out systematic network-wide road assessments as mandated in the revision of the above-

Amendment

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the new directive; calls on the Commission and the Member States to agree as soon as possible on a methodology to carry out systematic network-wide road assessments ***including elements important for safety of***

mentioned act; calls on the Commission and the Member States to speed up the work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles;

active roads users, as mandated in the revision of the above-mentioned act; calls on the Commission and the Member States to speed up the work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles ***and on quality requirements for walking and cycling infrastructure in order to address the insufficient level of safety of active road users***;

⁴ 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, OJ L 305, 26.11.2019, p. 1.

⁴ 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, OJ L 305, 26.11.2019, p. 1.

Or. en

Amendment 60

Elissavet Vozemberg-Vrionidi, Markus Ferber, Cláudia Monteiro de Aguiar, Benoît Lutgen, Andrey Novakov

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the new directive; calls on the Commission and the Member States to agree as soon as possible on a methodology to carry out systematic network-wide road assessments as mandated in the revision of the above-mentioned act; calls on the Commission and the Member States to speed up the

Amendment

5. Highlights that a proactive assessment of the EU road network will be a useful tool to assess the in-built safety of roads and to target investment; welcomes, in this regard, the risk mapping and safety rating of motorways and primary roads introduced in the recently revised EU infrastructure safety rules⁴ and calls on the Member States to designate as many primary roads in their territory as possible to increase the road safety potential of the new directive; calls on the Commission and the Member States to agree as soon as possible on a methodology to carry out systematic network-wide road assessments ***including elements important for safety of active roads users***, as mandated in the revision of the above-mentioned act; Calls

work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles;

on the Commission and the Member States to speed up the work on the specifications at EU level for the performance of road signs and markings in order to prepare the way for a higher level of automation in vehicles ***and on quality requirements for walking and cycling infrastructure in order to address the insufficient level of safety of active road users;***

⁴ 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, OJ L 305, 26.11.2019, p. 1.

⁴ 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, OJ L 305, 26.11.2019, p. 1.

Or. en

Amendment 61
Tilly Metz

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5 a. Notes that road users with reduced mobility and other disabilities have special needs that should be taken into account when planning and constructing new road infrastructure; calls on Member States to underpin investments in projects aimed at making road infrastructure inclusive and accessible for everyone; calls on the Commission to develop guidelines for standardised training at EU level of road safety auditors and inspectors with specific training on the needs of people with disabilities;

Or. en

Amendment 62
Elena Kountoura

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5 a. *Notes that, according to the late revision of the EU infrastructure safety rules, the Commission is bound to consider revising the Directive 2004/54/EC on minimum safety requirements for tunnels by 2021 and to consider adopting a new legislative proposal on minimum safety requirements for bridges; calls on the Commission to further improve safe use of tunnels by, inter alia, organising awareness raising campaigns and by conducting relevant studies;*

Or. en

Amendment 63

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5 a. *Calls on the Commission to continue working closely with the Member States to define a KPI for road infrastructure, indicating the safety quality of a road network independent of road user behaviour or vehicle technology, based on agreed common rating methodology;*

Or. en

Amendment 64

Elissavet Vozemberg-Vrionidi, Benoît Lutgen, Cláudia Monteiro de Aguiar, Gheorghe Falcă

Motion for a resolution

Paragraph 5 a (new)

Motion for a resolution

Amendment

5 a. *Encourages the Commission and the Member States to establish an expert group for the elaboration of a framework for road classification that better matches speed limit to road design and layout in line with the Safe System approach;*

Or. en

Amendment 65

Tilly Metz

Motion for a resolution

Paragraph 6

Motion for a resolution

Amendment

6. Calls for measures to further strengthen road safety in urban nodes and improve operational safety throughout the life cycle of critical infrastructure in the forthcoming revision of the TEN-T Regulation; calls on the Commission to set out therein the bases for future investment decisions relating to road safety;

6. Calls for measures to further strengthen road safety in urban nodes and improve operational safety throughout the life cycle of critical infrastructure in the forthcoming revision of the TEN-T Regulation; calls ***furthermore for the integration of a European cycle route network into the TEN-T, on the basis of EuroVelo, so as to make cycling infrastructure safer and better connected; stresses the importance of ensuring continuous walking and cycling paths systematically within TEN-T projects and calls on the Commission to guarantee that existing and new TEN-T infrastructure does not create barriers for active mobility; calls*** on the Commission to set out therein the bases for future investment decisions relating to road safety;

Or. en

Amendment 66

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Calls for measures to further strengthen road safety in urban nodes and improve operational safety throughout the life cycle of critical infrastructure in the forthcoming revision of the TEN-T Regulation; calls on the Commission to set out therein the bases for future investment decisions relating to road safety;

Amendment

6. Calls for measures to further strengthen road safety in urban nodes **and rural areas** and improve operational safety throughout the life cycle of critical infrastructure, **such as tunnels and bridges**, in the forthcoming revision of the TEN-T Regulation; **asks the Commission to introduce new quality requirements in the upcoming revision to ensure life-time high structural infrastructure quality in order to further reduce the risk of accidents, increasing safety, preserving assets while considering the use of new monitoring technologies for vulnerable infrastructures**; calls on the Commission to set out therein the bases for future investment decisions relating to road safety;

Or. en

Amendment 67
Kosma Zlotowski

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Calls for measures to further strengthen road safety in urban nodes and improve operational safety throughout the life cycle of critical infrastructure in the forthcoming revision of the TEN-T Regulation; calls on the Commission to set out therein the bases for future investment decisions relating to road safety;

Amendment

6. Calls for measures to further strengthen road safety in urban nodes and improve operational safety throughout the life cycle of critical infrastructure in the forthcoming revision of the TEN-T Regulation; calls on the Commission to **consider including the EuroVelo cycle-route network in the TEN-T network**; **calls on the Commission to set out therein the bases for future investment decisions relating to road safety**;

Or. pl

Amendment 68

Lucia Vuolo, Massimo Casanova, Marco Campomenosi

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Calls for measures to further strengthen road safety in urban nodes and improve operational safety throughout the life cycle of **critical** infrastructure in the forthcoming revision of the TEN-T Regulation; calls on the Commission to set out **therein** the bases for future investment decisions relating to road safety;

Amendment

6. Calls for measures to further strengthen road safety in urban **and suburban** nodes and improve operational safety throughout the life cycle of infrastructure in the forthcoming revision of the TEN-T Regulation; calls on the Commission to set out the bases for future investment decisions relating to road safety;

Or. it

Amendment 69

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. Notes that new forms of infrastructure, such as advanced stop lines, bike boxes, cycle streets or cycle highways offer new possibilities for safe active mobility; highlights the need to work in a harmonisation of rules concerning signs and signals of the road to avoid confusion and ensure enforcement of local rules by visitors to increase safety and ease of use;

Or. en

Amendment 70

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar, Benoît Lutgen, Gheorghe Falcă

Motion for a resolution
Paragraph 6 b (new)

Motion for a resolution

Amendment

6 b. *Notes that new forms of infrastructure, such as advanced stop lines, bike boxes, cycle streets or cycle highways offer new possibilities for safe active mobility; highlights however that the lack of harmonisation of rules of the road concerning these can create confusion and make it difficult for visitors to abide by local rules;*

Or. en

Amendment 71
Tilly Metz

Motion for a resolution
Paragraph 6 d (new)

Motion for a resolution

Amendment

6 d. *Points out to the emergence of new forms of cycling infrastructure, such as advanced stop lines, bike boxes, cycle streets or cycle highways, which offer new possibilities for safe active mobility; underlines nevertheless that the lack of harmonised road rules therein can cause confusion and put at risk compliance of local rules by visitors; calls for a review of the Vienna Convention on Road Traffic^{1a} and Vienna Convention on Road Signs and Signals^{1b}, updating those in order to improve its ease of use and ultimately enhance safety, by including new infrastructure types and unifying their signage and interpretations;*

^{1a}

<https://www.unece.org/fileadmin/DAM/trans/conventn/crt1968e.pdf>

Or. en

Amendment 72
Tilly Metz, Ciarán Cuffe

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. Calls on Member States to apply the tools of the Road Infrastructure Safety Management Directive to all roads and to adopt self-explaining and self-enforcing road infrastructure to prevent collisions as well as ensuring a forgiving road infrastructure in case of a collision, with an additional focus on protecting vulnerable road users;

Or. en

Amendment 73
Cláudia Monteiro de Aguiar

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Calls on the Commission, in the forthcoming revision of Directive (EU) 2015/413 on cross-border exchanges, and with a view to preventing dangerous driving behaviour and maintaining the quality of infrastructure, to revise the directive's scope to include toll enforcement;

Or. pt

Amendment 74

Elissavet Vozemberg-Vrionidi, Markus Ferber, Benoît Lutgen, Cláudia Monteiro de Aguiar, Gheorghe Falcă

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6 a. Calls on the Member States in cooperation with the Commission to define specific safety objectives for Trans-European Networks roads in the next revision of the Trans-European Networks;

Or. en

Amendment 75

Tilly Metz

Motion for a resolution

Paragraph 6 b (new)

Motion for a resolution

Amendment

6 b. Calls on Member States to support priority measures to improve road safety in urban areas, including infrastructure for the introduction of 30 km/h zones, speed enforcement systems and investments in high-risk roads carrying a high percentage of traffic; calls to further develop and implement minimum safety criteria for supporting infrastructure in urban areas for vulnerable road users;

Or. en

Amendment 76

Tilly Metz, Ciarán Cuffe

Motion for a resolution

Paragraph 6 c (new)

Motion for a resolution

Amendment

6 c. *Believes the Commission should do its utmost to ensure the cycling and walking infrastructure put in place in Member States as a response to the Covid-19 pandemic remains in place and is expanded in order to further promote safe active travel;*

Or. en

Amendment 77

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Welcomes the recent revision of the General Safety Regulation, which will make new advanced safety features in vehicles such as intelligent speed assistance and emergency lane keeping systems mandatory in the EU as from 2022, with the potential to save around 7 300 lives and avoid 38 900 serious injuries by 2030; calls on the Commission to adopt ambitious and timely secondary legislation, to evaluate future developments and to review the regulation where appropriate in order to keep pace with technical developments;

Amendment

7. Welcomes the recent revision of the General Safety Regulation, which will make new advanced safety features in vehicles such as intelligent speed assistance and emergency lane keeping systems mandatory in the EU as from 2022, with the potential to save around 7 300 lives and avoid 38 900 serious injuries by 2030; calls on the Commission to adopt ambitious and timely secondary legislation, to evaluate future developments and to review the regulation where appropriate in order to keep pace with technical developments ***including requiring a high level of performance of ISA systems to be fitted in all new vehicles; calls on the Commission to consider the practical application of mandating the fitment of overrideable ISA systems on motorcycles and the feasibility and acceptability of non-overrideable ISA for cars, vans, trucks and buses;***

Or. en

Amendment 78

Tilly Metz

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Welcomes the recent revision of the General Safety Regulation, which will make new advanced safety features in vehicles such as intelligent speed assistance and emergency lane keeping systems mandatory in the EU as from 2022, with the potential to save around 7 300 lives and avoid 38 900 serious injuries by 2030; calls on the Commission to adopt ambitious and timely secondary legislation, to evaluate future developments and to review the regulation where appropriate in order to keep pace with technical developments;

Amendment

7. Welcomes the recent revision of the General Safety Regulation, which will make new advanced safety features in vehicles such as intelligent speed assistance and emergency lane keeping systems mandatory in the EU as from 2022, with the potential to save around 7 300 lives and avoid 38 900 serious injuries by 2030; calls on the Commission to adopt ambitious and timely secondary legislation, ***including requiring a high level of performance of Intelligent Speed Assistance (ISA) systems to be fitted in all new vehicles; finally calls on the Commission*** to evaluate future developments and to review the regulation where appropriate in order to keep pace with technical developments, ***including the consideration of requiring overridable ISA systems on motorcycles and non-overridable ISA systems for cars, vans, trucks and buses;***

Or. en

Amendment 79

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Welcomes the recent revision of the General Safety Regulation, which will make new advanced safety features in vehicles such as intelligent speed assistance and emergency lane keeping systems mandatory in the EU as from 2022, with the potential to save around 7

Amendment

7. Welcomes the recent revision of the General Safety Regulation, which will make new advanced safety features in vehicles such as intelligent speed assistance and emergency lane keeping systems mandatory in the EU as from 2022, with the potential to save around 7

300 lives and avoid 38 900 serious injuries by 2030; calls on the Commission to adopt ambitious and timely secondary legislation, to evaluate future developments and to review the regulation where appropriate in order to keep pace with technical developments;

300 lives and avoid 38 900 serious injuries by 2030; calls on the Commission to adopt ambitious and timely secondary legislation, to evaluate future developments and to review the regulation where appropriate in order to keep pace with technical developments; ***in this regards, recalls the importance of innovation in vehicle technology, which can both help mitigate the severity of crashes and reduce the likelihood of crashes through active and passive safety features;***

Or. en

Amendment 80
Benoît Lutgen

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Calls on the Commission to revise future passenger-car standards to make the vehicles in question lighter, sensibly powerful and more fluid in their design by establishing a regulatory framework which imposes restrictions on their mass, power and speed and the size of their frontal area, four factors which can make vehicles more dangerous, but which are also areas of design in which many technological advances beneficial for road safety are being made;

Or. fr

Amendment 81
Tilly Metz

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7 a. Calls on the Commission and Member States to support cities in setting up speed limit databases in order to support the deployment of Intelligent Speed Assistance technology as required under the General Safety Regulation;

Or. en

Amendment 82
Elena Kountoura

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7 a. Calls upon the EC to develop crash test dummies standards representative of more aspects of variability such as age, gender, size and stature for users inside and outside of the vehicle;

Or. en

Amendment 83
Tilly Metz

Motion for a resolution
Paragraph 7 g (new)

Motion for a resolution

Amendment

7 g. Calls on the Commission to develop crash test dummies representative of more aspects of variability such as age, gender, size and stature for users inside and outside of the vehicle;

Or. en

Amendment 84
Elissavet Vozemberg-Vrionidi, Markus Ferber, Cláudia Monteiro de Aguiar, Gheorghe

Falcă

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

Motion for a resolution

Amendment

7 a. Calls upon the Member States to provide tax incentives and to encourage insurers to enable the purchase and use of safe cars;

Or. en

**Amendment 85
Tilly Metz**

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

Motion for a resolution

Amendment

7 e. Calls on Member States to provide tax incentives, and private insurers to offer beneficial motor insurance schemes, to drivers purchasing the safest available vehicles to be based on safety rating assessment such as Euro NCAP; calls on the Commission to revise the legislation on car CO2 labelling in order to include additional information at the point of sale and digitally on the safety rating of new vehicles such as the information that is offered through the Euro NCAP test results when available;

Or. en

**Amendment 86
Tilly Metz**

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

Motion for a resolution

Amendment

7 b. Recognises the requirement for seatbelt reminders for all seats to be made mandatory under the revised General Safety Regulation; calls on Member States to continue raising awareness of the need to use seat belts, including in the back seats, considering the safety risks posed to vehicle occupants in the many vehicles that are currently in use, and will remain to be in use for years to come, that do not have such seat belt reminder technology in place;

Or. en

Amendment 87
Elena Kountoura

Motion for a resolution
Paragraph 7 b (new)

Motion for a resolution

Amendment

7 b. Calls on the Commission to mandate Anti-Lock Braking systems for all category of motorcycles in the upcoming revision of the type-approval of L-category vehicles;

Or. en

Amendment 88
Tilly Metz, Ciarán Cuffe

Motion for a resolution
Paragraph 7 c (new)

Motion for a resolution

Amendment

7 c. Calls on the Commission to impose a minimum mandatory surcharge on heavy private vehicles such as SUVs at the point of sale based on tonnage due to the greater threat to road safety posed by such vehicles as well as their increased emissions and use of materials during

production; calls on local authorities to similarly consider higher charges on such vehicles for entry into urban areas coupled with low speed zones therein as a way to further reduce their dangerousness; emphasizes that congestion charges have also been found to reduce the number of accidents in urban areas;

Or. en

Amendment 89
Tilly Metz

Motion for a resolution
Paragraph 7 d (new)

Motion for a resolution

Amendment

7 d. Notes the rising trend in vehicle design over recent years towards heavier and larger light duty vehicles, such as Sports Utility Vehicles (SUVs), and the negative relationship that such characteristics can have for not only road safety but also the environment; calls upon the Commission to consider the compatibility issue within future vehicle design to improve further the safety of pedestrians, cyclists and vehicle occupants as well as powered two wheelers and to explore regulatory measures that could better incentivise a shift towards lighter, smaller and safer vehicles by for instance limiting their weight and power and ensure less aggressive front side designs; notes that the increased size and weight of these vehicles increases the likelihood of serious injury and death on EU roads, in particular for vulnerable road users;

Or. en

Amendment 90
Tilly Metz

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Motion for a resolution
Paragraph 7 f (new)

Motion for a resolution

Amendment

7 f. Invites the Commission to further develop the vehicle type-approval crashworthiness requirements and include them into future legislative revisions, integrating also the latest criteria of Euro NCAP crash tests that monitor the impact of a collision on other vehicles, with the aim of achieving an harmonisation of minimum standards and equalising passengers' safety independently of their socioeconomic situation;

Or. en

Amendment 91
Tilly Metz

Motion for a resolution
Paragraph 8

Motion for a resolution

Amendment

8. Urges the Commission, in line with the TRAN implementation report on the road safety aspects of the Roadworthiness Package, to take due account of the technical progress in vehicle safety features provided for in new General Safety Regulation and to include advanced safety systems in the scope of the next revision of the Roadworthiness Package to ensure they are checked during periodical technical inspections;

8. Urges the Commission, in line with the TRAN implementation report on the road safety aspects of the Roadworthiness Package, to take due account of the technical progress in vehicle safety features provided for in new General Safety Regulation and to include advanced safety systems in the scope of the next revision of the Roadworthiness Package to ensure they are checked during periodical technical inspections; ***Calls for higher requirements in terms of self-diagnosis of the vehicle, to prevent that a malfunctioning of a advance driving assistance system intended for enhanced safety eventually becomes a hazard;***

Or. en

Amendment 92

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Urges the Commission, in line with the TRAN implementation report on the road safety aspects of the Roadworthiness Package, to take due account of the technical progress in vehicle safety features provided for in new General Safety Regulation and to include advanced safety systems in the scope of the next revision of the Roadworthiness Package to ensure they are checked during periodical technical inspections;

Amendment

8. Urges the Commission, in line with the TRAN implementation report on the road safety aspects of the Roadworthiness Package, to take due account of the technical progress in vehicle safety features provided for in new General Safety Regulation and to include advanced safety systems in the scope of the next revision of the Roadworthiness Package to ensure they are checked during periodical technical inspections; ***in this regard, calls on the competent authorities to ensure additional trainings, upskilling and re-skilling of the related inspectors conducting the PTIs.***

Or. en

Amendment 93

Kosma Złotowski

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Urges the Commission, in line with the TRAN implementation report on the road safety aspects of the Roadworthiness Package, to take due account of the technical progress in vehicle safety features provided for in new General Safety Regulation and to include advanced safety systems in the scope of the next revision of the Roadworthiness Package to ensure ***they are*** checked during ***periodical*** technical inspections;

Amendment

8. Urges the Commission, in line with the TRAN implementation report on the road safety aspects of the Roadworthiness Package, to take due account of the technical progress in vehicle safety features provided for in new General Safety Regulation and to include advanced safety systems in the scope of the next revision of the Roadworthiness Package ***and*** to ensure ***a systematic growth of the knowledge and expertise of inspectors together with the development of new vehicle technologies***

*to ensure these systems are properly checked during **periodic** technical inspections;*

Or. pl

Amendment 94

Andrey Novakov, Elissavet Vozemberg-Vrionidi

Motion for a resolution

Paragraph 8 a (new)

Motion for a resolution

Amendment

8 a. Stresses that more efforts are needed in order to prevent odometer fraud, ensuring the quality and safety of second-hand vehicles; therefore, invites the Member States to make use of the odometer reading exchange system developed by DG MOVE as a result of a pilot project proposed by the European parliament (OREL - European system for limiting odometer fraud: fast-track to roadworthiness in the EU)^{1a}

^{1a} <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32019B0333&from=EN>

Or. en

Amendment 95

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 9

Motion for a resolution

Amendment

9. Calls on the Commission to propose a new harmonised regulatory framework for automated cars in order to ensure, by means of comprehensive tests, including real driving conditions, that

9. Calls on the Commission to propose a new harmonised regulatory framework for automated cars in order to ensure, by means of comprehensive tests, including real driving conditions, that

automated cars will operate in an absolutely safe manner for their drivers and other road users, in particular concerning their interaction with conventional vehicles and vulnerable road users;

automated cars will operate in an absolutely safe manner for their drivers and other road users, in particular concerning their interaction with conventional vehicles and vulnerable road users; ***requests the Commission to previously evaluate the currently available assisted driving systems' risks to road safety, such as driver overreliance, distraction and mode confusion; calls on the Commission to consider the incorporation of a "driving safe mode" for mobile and electronic devices of drivers in order to inhibit distractions while driving;***

Or. en

Amendment 96

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution Paragraph 9

Motion for a resolution

9. Calls on the Commission to propose a new harmonised regulatory framework for automated cars in order to ensure, by means of comprehensive tests, including real driving conditions, that automated cars will operate in an absolutely safe manner for their drivers and other road users, in particular concerning their interaction with conventional vehicles and vulnerable road users;

Amendment

9. Calls on the Commission to propose a new harmonised regulatory framework for automated cars in order to ensure, by means of comprehensive tests, including real driving conditions, that automated cars will operate in an absolutely safe manner for their drivers and other road users, in particular concerning their interaction with conventional vehicles and vulnerable road users; ***in this regard, highlights the importance of ensuring training and qualification to be brought up to date and equip drivers with the necessary skills and knowledge to drive automated vehicles as they emerge onto the market in the coming years;***

Or. en

Amendment 97

Tilly Metz

**Motion for a resolution
Paragraph 9**

Motion for a resolution

9. Calls on the Commission to propose a new harmonised regulatory framework for automated cars in order to ensure, by means of comprehensive tests, including real driving conditions, that automated cars will operate in an absolutely safe manner for their drivers and other road users, in particular concerning their interaction with conventional vehicles and vulnerable road users;

Amendment

9. Calls on the Commission to propose a new harmonised regulatory framework for automated cars in order to ensure, by means of comprehensive tests, including real driving conditions, that automated cars will operate in an absolutely safe manner for their drivers and other road users, in particular concerning their interaction with conventional vehicles and vulnerable road users; ***calls on the Commission to place the role of the driver, as well as interaction between the driver and the automated driving systems, in a central place when preparing technical requirements;***

Or. en

Amendment 98

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

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

Motion for a resolution

Amendment

9 a. Highlights that, as pointed out by the Commission in its EU Strategic Action Plan on Road Safety, public procurement presents an interesting opportunity to positively influence road safety; calls on the Commission to set out explicitly that the most economically advantageous tender in public procurement of road public passenger transport services should be assessed on the basis of the best price-quality ratio, which should also include vehicle safety, innovation, quality, sustainability and social issues; urges Member States and contracting authorities to consider safety aspects as

one of the main criteria when awarding public contracts for passenger transport services by road;

Or. en

Amendment 99

Elissavet Vozemberg-Vrionidi, Markus Ferber, Cláudia Monteiro de Aguiar, Gheorghe Falcă

Motion for a resolution

Paragraph 9 a (new)

Motion for a resolution

Amendment

9 a. Invites industry in cooperation with civil society to develop intelligent transport systems, ensuring that the new automated services are compatible, secure and interoperable at European level;

Or. en

Amendment 100

Tilly Metz

Motion for a resolution

Paragraph 9 a (new)

Motion for a resolution

Amendment

9 a. Calls on the Commission to mandate independent investigation of crashes involving vehicles equipped with assisted and automated driving systems, before more advanced systems are put on the market;

Or. en

Amendment 101

Tilly Metz

Motion for a resolution

Paragraph 9 b (new)

Motion for a resolution

Amendment

9 b. *Notes the risks to road safety, such as driver overreliance, distraction, concentration drop and mode confusion, posed by currently available assisted driving systems aiming to improve primarily the comfort of the driver; urges the Commission to review their technical requirements based on the latest data from crashes and research, in order to address these systems' risks;*

Or. en

Amendment 102

Tilly Metz

Motion for a resolution

Paragraph 9 c (new)

Motion for a resolution

Amendment

9 c. *Draws attention to the specific requirements of vehicles dedicated to animal transport, necessary to preserve their health, welfare and sanitary conditions, including during their loading, securing and unloading; calls as a matter also of road safety to ensure, besides the necessary specific training and related qualification for the personnel performing these operations and transport;*

Or. en

Amendment 103

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini, Josianne Cutajar

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Notes that new personal mobility devices also raise a number of serious concerns related not only to the safety of the devices themselves, but also to their safe use in traffic; regrets that only a few Member States have introduced legislation on this issue and that the lack of harmonisation in the EU can create confusion and make it difficult for visitors to abide by local rules; calls on the Commission to consider **a type approval** framework for these new mobility devices and to issue guidelines for Member States on traffic rules for the use of such devices;

Amendment

10. Notes that new personal mobility devices also raise a number of serious concerns related not only to the safety of the devices themselves, but also to their safe use in traffic; regrets that only a few Member States have introduced legislation on this issue and that the lack of harmonisation in the EU can create confusion and make it difficult for visitors to abide by local rules; calls on the Commission to consider **an EU appropriate regulatory framework with minimum safety requirements** for these new mobility devices and to issue guidelines for Member States on **managing safety aspects, including** traffic rules for the **safe** use of such devices; **calls on the Commission and Member States on the need to implement a European and national awareness raising and education campaigns on the safe use of micromobility devices, with a particular focus on vulnerable road users, among others children, the elderly or people with reduced mobility; calls on the Commission and Member States to exchange best practices on how to improve the safe use of micromobility devices;**

Or. en

Amendment 104

Mario Furore, Laura Ferrara

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Notes that new personal mobility devices also raise a number of serious concerns related not only to the safety of the devices themselves, but also to their safe use in traffic; regrets that only a few Member States have introduced legislation

Amendment

10. Notes that new personal mobility devices also raise a number of serious concerns related not only to the safety of the devices themselves, but also to their safe use in traffic; regrets that only a few Member States have introduced legislation

on this issue and that the lack of harmonisation in the EU can create confusion and make it difficult for visitors to abide by local rules; calls on the Commission to consider a type approval framework for these new mobility devices and to issue guidelines for Members States on traffic rules for the use of such devices;

on this issue and that the lack of harmonisation in the EU can create confusion and make it difficult for visitors to abide by local rules; calls on the Commission to consider a type approval framework for these new mobility devices and to issue guidelines for Members States on traffic rules for the use of such devices; ***considers it essential, in this regard, to make provision in town plans for further development of dedicated lanes and calls on the Commission to provide further support for cycling policies by comprehensively promoting combined forms of transport, such as rail and bicycle;***

Or. it

Amendment 105

Lucia Vuolo, Massimo Casanova, Marco Campomenosi

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Notes that new personal mobility devices also raise a number of serious concerns related ***not only to the safety*** of the devices ***themselves, but also to their safe use in traffic***; regrets that only a few Member States have introduced legislation on this issue and that the lack of harmonisation in the EU can ***create confusion and*** make it difficult for ***visitors to abide by local rules***; calls on the Commission to consider a type approval framework for these new mobility devices and to issue guidelines for Members States on traffic rules for the use of such devices;

Amendment

10. Notes that new personal mobility devices also raise a number of serious concerns related ***to their safe use in traffic; points out that the standard installation of technological tools to support the proper use*** of the devices ***(voice assistants, hands-free kits, eye-level monitors, etc.) are able to neutralise most driving distractions***; regrets that only a few Member States have introduced legislation on this issue and that the lack of harmonisation in the EU can make it difficult for ***the EU to achieve its 2030-2050 objectives***; calls on the Commission to consider a type approval framework for these new mobility devices and to issue guidelines for Members States on traffic rules for the use of such devices;

Or. it

Amendment 106
Tilly Metz

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Notes that new personal mobility devices also raise a number of serious concerns related not only to the safety of the devices themselves, but also to their safe use in traffic; regrets that only a few Member States have introduced legislation on this issue and that the lack of harmonisation in the EU can create confusion and make it difficult for visitors to abide by local rules; calls on the Commission to consider a ***type approval*** framework for these new mobility devices and to issue guidelines for Member States on traffic rules for the use of such devices;

Amendment

10. Notes that new personal mobility devices also raise a number of serious concerns related not only to the safety of the devices themselves, but also to their safe use in traffic; regrets that only a few Member States have introduced legislation on this issue and that the lack of harmonisation in the EU can create confusion and make it difficult for visitors to abide by local rules; calls on the Commission to consider a ***coherent and appropriate regulatory*** framework for these new mobility devices and to issue guidelines for Member States on traffic rules for the use of such devices;

Or. en

Amendment 107
Mario Furore, Laura Ferrara

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. Calls on the Commission to promote the GNSS system for the tracing of heavy goods transport through the establishment of an EU-GNSS portal and appropriate software; is of the view that a GNSS-based monitoring system is an effective tool for monitoring lorries and goods traceability in real time, on an ongoing basis; points out that such a portal would serve as a reference for the costs of carrying out roadside checks, providing greater safeguards in terms of

road safety while ensuring the processing of data in real time, such as the remote weighing of lorries; points out, moreover, that the GNSS system could be a means of restoring legality, ensuring law enforcement and preventing illegal operations from the outset, as well as enabling monitoring to combat social dumping and unfair market conditions;

Or. it

Amendment 108
Kosma Złotowski

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. Points out that vehicle safety can also be improved by means of education and increased consumer awareness; calls on the Commission to draw up standards for information requirements on the safety parameters of child restraint systems; urges the Member States to launch awareness-raising campaigns for parents and guardians on child safety; calls on the Commission to facilitate exchanges of best practices among the Member States in the field of child transport by motorised vehicles;

Or. pl

Amendment 109
Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

Amendment

10 a. Calls on the Commission to update the European Union's road accidents

(CARE) database requirements and to incorporate the identification of collisions of micromobility devices, such as e-scooters and other electrically-assisted cycles; calls on Member States in line with the data gathered in the CARE database, to implement concrete safety preventive measures at national, regional or local level;

Or. en

Amendment 110
Kosma Złotowski

Motion for a resolution
Paragraph 10 b (new)

Motion for a resolution

Amendment

10b. *Points out the results of research showing that passengers in cars rated with 5 stars in the Euro NCAP test had a 68% lower risk of fatal injury and a 23% lower risk of serious injury than passengers in 2-star-rated cars^{3a}; calls on the Member States to use tax breaks, grants or other privileges for drivers so that citizens will be encouraged to purchase cars that achieve the best results in safety tests and rankings; calls on the Commission to influence insurance companies to introduce lower premiums as a way of encouraging the purchase of the safest car models;*

^{3a} *Kullgren, Lie, Tingvall (2010), Comparison between Euro NCAP test results and real-world crash data, Traffic Injury Prevention, 2010 Dec 11(6): 587-93; cited in Jeanne Breen Consulting (2018), Study Preparatory work for an EU road safety strategy 2020-2030*

Or. pl

Amendment 111
Mario Furore, Laura Ferrara

Motion for a resolution
Paragraph 10 b (new)

Motion for a resolution

Amendment

10b. *Regrets that the provisions in the Roadworthiness Package relating to the inspection of cargo securing are not mandatory; calls on the Commission to propose a reinforcement of these provisions in the next revision, with a view to harmonising the rules;*

Or. it

Amendment 112
Kosma Złotowski

Motion for a resolution
Paragraph 10 c (new)

Motion for a resolution

Amendment

10c. *Notes that accidents and the resultant injuries are influenced by characteristics such as age, gender, height and posture; calls on the Commission to ensure that these differences are taken into account in crash tests and that dummies are used which better represent these characteristics;*

Or. pl

Amendment 113
Jens Gieseke

Motion for a resolution
Paragraph 11

Motion for a resolution

Amendment

11. Notes that according to a

11. Notes that according to a

Commission study, alcohol is estimated to be involved in around 25 % of all road fatalities, while drugs are involved in 15 % of road fatalities⁵ ; notes that the EU recommendation on permitted blood alcohol content dates from 2001; calls the Commission ***to include a zero-tolerance drink-driving limit in its recommendations, and*** to introduce an EU recommendation for zero tolerance regarding illicit psychoactive drugs and standards on roadside drug-driving enforcement; calls on the Commission to also include in the revised recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers;

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

Commission study, alcohol is estimated to be involved in around 25 % of all road fatalities, while drugs are involved in 15 % of road fatalities⁵ ; notes that the EU recommendation on permitted blood alcohol content dates from 2001; calls the Commission to introduce an EU recommendation for zero tolerance regarding illicit psychoactive drugs and standards on roadside drug-driving enforcement; calls on the Commission to also include in the revised recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers;

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

Or. en

Amendment 114

Ilhan Kyuchyuk, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution

Paragraph 11

Motion for a resolution

11. Notes that according to a Commission study, alcohol is estimated to be involved in around 25 % of all road fatalities, while drugs are involved in 15 % of road fatalities⁵ ; notes that the EU recommendation on permitted blood alcohol content dates from 2001; calls the Commission to include a zero-tolerance drink-driving limit in its recommendations, and to introduce an EU recommendation for zero tolerance regarding ***illicit*** psychoactive drugs and standards on roadside drug-driving enforcement; calls

Amendment

11. ***Notes that safe road use (speed, driving without alcohol and drugs, undistracted driving, safety belt and child restraint use, helmet use) is the third pillar for the prevention and mitigation of fatalities and serious injuries in collisions, showing that the human factor in road safety plays a crucial role;*** notes that according to a Commission study, alcohol is estimated to be involved in around 25 % of all road fatalities, while drugs are involved in 15 % of road fatalities⁵ ; notes that the EU recommendation on permitted

on the Commission to also include in the revised recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers;

blood alcohol content dates from 2001; calls the Commission to include a zero-tolerance drink-driving limit in its recommendations, and to introduce an EU recommendation for zero tolerance regarding psychoactive drugs and standards on roadside drug-driving enforcement; calls on the Commission to also include in the revised recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers; ***in this regards, calls on the Commission to consider the feasibility and the added value of elaborating a harmonised system of mutual recognition of driving disqualifications and of penalty points between Member States, where it exists.***

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

Or. en

Amendment 115 **Kosma Złotowski**

Motion for a resolution **Paragraph 11**

Motion for a resolution

11. Notes that according to a Commission study, alcohol is estimated to be involved in around **25 %** of all road fatalities, while drugs are involved in **15 %** of road fatalities⁵; notes that the EU recommendation on permitted blood alcohol content dates from 2001; calls the Commission to include a zero-tolerance drink-driving limit in its recommendations, and to introduce an EU recommendation for zero tolerance regarding illicit psychoactive drugs and standards on roadside drug-driving enforcement; calls

Amendment

11. Notes that according to a Commission study, alcohol is estimated to be involved in around **25%** of all road fatalities, while drugs are involved in **15%** of road fatalities⁵; notes that the EU recommendation on permitted blood alcohol content dates from 2001; calls the Commission to include a zero-tolerance drink-driving limit in its recommendations, and to introduce an EU recommendation for zero tolerance regarding illicit psychoactive drugs and standards on roadside drug-driving enforcement; ***points***

on the Commission to also include in the revised recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers;

out that making the permitted blood alcohol level the same in all the Member States and for all vehicle categories will facilitate comparisons under the key performance indicators with regard to sobriety on the roads; calls on the Commission to draw up guidelines on the labelling of medications which affect people's ability to drive a vehicle and to launch information campaigns to raise the awareness of medical services in this area; calls on the Commission to also include in the revised recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers;

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

Or. pl

Amendment 116 **Tilly Metz**

Motion for a resolution **Paragraph 11**

Motion for a resolution

11. Notes that according to a Commission study, alcohol is estimated to be involved in around 25 % of all road fatalities, while drugs are involved in 15 % of road fatalities⁵; notes that the EU recommendation on permitted blood alcohol content dates from 2001; calls the Commission to ***include a zero-tolerance drink-driving limit in its recommendations, and to introduce an EU recommendation for zero tolerance*** regarding illicit psychoactive drugs ***and*** standards on roadside drug-driving enforcement; calls on the Commission to also include in the revised

Amendment

11. Notes that according to a Commission study, alcohol is estimated to be involved in around 25 % of all road fatalities, while drugs are involved in 15 % of road fatalities⁵; notes that the EU recommendation on permitted blood alcohol content dates from 2001; ***notes that young people in general have a lower tolerance level for alcohol and drug s compared to older drivers, while they are more likely to have taken multiple drug combinations or alcohol with drugs;*** calls the Commission to ***propose a Directive on a zero tolerance level for all road users*** regarding ***alcohol and*** illicit psychoactive

recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers;

drugs, *as well as* standards on roadside drug-driving enforcement; calls on the Commission to also include in the revised recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers;

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

Or. en

Amendment 117

Lucia Vuolo, Massimo Casanova, Marco Campomenosi

Motion for a resolution

Paragraph 11

Motion for a resolution

11. Notes that according to a Commission study, alcohol is estimated to be involved in around 25 % of all road fatalities, while drugs are involved in 15 % of road fatalities⁵; notes that the EU recommendation on permitted blood alcohol content dates from 2001; calls the Commission to include a zero-tolerance drink-driving limit *in its recommendations*, and to introduce an EU recommendation for zero tolerance regarding illicit psychoactive drugs and standards on roadside drug-driving enforcement; calls on the Commission to also include in the revised recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers;

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

Amendment

11. Notes that according to a Commission study, alcohol is estimated to be involved in around 25 % of all road fatalities, while drugs are involved in 15 % of road fatalities⁵; notes that the EU recommendation on permitted blood alcohol content dates from 2001; calls the Commission to *update its recommendations and* include a zero-tolerance drink-driving limit *therein*, and to introduce an EU recommendation for zero tolerance regarding illicit psychoactive drugs and standards on roadside drug-driving enforcement; calls on the Commission to also include in the revised recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers;

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

Amendment 118

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar, Gheorghe Falcă, Markus Ferber

Motion for a resolution**Paragraph 11***Motion for a resolution*

11. Notes that according to a Commission study, alcohol is estimated to be involved in around 25 % of all road fatalities, while drugs are involved in 15 % of road fatalities⁵ ; notes that the EU recommendation on permitted blood alcohol content dates from 2001; calls the Commission to include a zero-tolerance drink-driving limit in its recommendations, and to introduce an EU recommendation for zero tolerance regarding illicit psychoactive drugs and standards on roadside drug-driving enforcement; calls on the Commission to also include in the revised recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers;

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

Amendment

11. Notes that according to a Commission study, alcohol is estimated to be involved in around 25 % of all road fatalities, while drugs are involved in 15 % of road fatalities⁵ ; notes that the EU recommendation on permitted blood alcohol content dates from 2001; calls the Commission to include a zero-tolerance drink-driving limit **framework** in its recommendations, and to introduce an EU recommendation for zero tolerance regarding illicit psychoactive drugs and standards on roadside drug-driving enforcement; calls on the Commission to also include in the revised recommendations guidance on the fitting of alcohol interlock devices, with a special focus on repeat offenders, high-level first-time offenders and all professional drivers;

⁵ Commission study of 18 February 2014 on the prevention of drink-driving by the use of alcohol interlock devices.

Or. en

Amendment 119

Tilly Metz

Motion for a resolution**Paragraph 11 a (new)***Motion for a resolution**Amendment*

11 a. Notes that licit medicines can have a negative impact on driving; calls on the Commission to mandate Member States to apply the system of classification and labelling of medicines that affect driving ability and support awareness information campaigns of medical professionals; calls on the Commission to include, in the Driving Licence Directive revision, evidence-based guidelines for family doctors and other medical professionals involved in assessing the functional capabilities of persons presumably being an unfit driver and on medicine use which may affect driving;

Or. en

Amendment 120
Jens Gieseke

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that speeding is a key factor in around 30 % of fatal road crashes and an aggravating factor in most crashes; calls on the Commission to come up with a recommendation to apply safe speed limits in line with the safe system approach for all road types, ***such as maximum speeds of 30km/h in residential areas and areas where there are high numbers of cyclists and pedestrians, or where there could be potential to increase cycling and walking levels, and to assess the feasibility of limiting the maximum top speed of all new vehicles as an effective way of reducing road casualties, as well as air pollution and carbon dioxide emissions;***

Amendment

12. Notes that speeding is a key factor in around 30 % of fatal road crashes and an aggravating factor in most crashes; calls on the Commission to come up with a recommendation to apply safe speed limits in line with the safe system approach for all road types;

Or. en

Amendment 121

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that speeding is a key factor in around 30 % of fatal road crashes and an aggravating factor in most crashes; calls on the Commission to come up with a recommendation to apply safe speed limits in line with the safe system approach for all road types, such as maximum speeds of 30km/h in residential areas and areas where there are high numbers of cyclists and pedestrians, or where there could be potential to increase cycling and walking levels, **and to assess the feasibility of limiting the maximum top speed of all new vehicles as an effective way of reducing road casualties, as well as air pollution and carbon dioxide emissions;**

Amendment

12. Notes that speeding is a key factor in around 30 % of fatal road crashes and an aggravating factor in most crashes; calls on the Commission to come up with a recommendation to apply safe speed limits in line with the safe system approach for all road types, such as maximum speeds of 30km/h in residential areas and areas where there are high numbers of cyclists and pedestrians, or where there could be potential to increase cycling and walking levels;

Or. en

Amendment 122
Tilly Metz, Ciarán Cuffe

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that speeding is a key factor in around 30 % of fatal road crashes and an aggravating factor in most crashes; calls on the Commission to **come up with a recommendation to apply safe** speed limits in line with the safe system approach for all road types, such as maximum speeds of **30km/h in** residential areas and **areas where there are high numbers of** cyclists and **pedestrians, or where there could be potential to increase cycling and walking levels, and to assess the feasibility of** limiting the maximum top speed of all new

Amendment

12. Notes that speeding is a key factor in around 30 % of fatal road crashes and an aggravating factor in most crashes; calls on the Commission to **bring forward again a proposal for a directive on** speed limits^{1a}, **conducting an up-to-date impact assessment envisaging the widespread inclusion of measures** in line with the safe system approach for all road types, such as maximum **default** speeds of **30 km/h in urban areas, as well as encouraging lower speeds of 15 km/h for** residential areas **predominantly for pedestrians** and cyclists

vehicles as an effective way of reducing road casualties, as well as **air pollution and carbon dioxide** emissions;

and **around schools, of maximum 70 km/h on undivided rural roads and a dynamic top speed of maximum 120 km/h or less on motorways and TEN-T, with significantly lower speeds when climatic conditions or other atmospheric reasons affect visibility; calls on the Commission to come up as well with a new legislative proposal** limiting the maximum top speed of all new vehicles as an effective way of reducing road casualties, as well as **CO₂ emissions and air pollutants**;

1^a OJ No C 33, 9.2.1989 - Proposal for a Council Directive on speed limits for certain categories of motor vehicles in the Community (COM(88)706 final of 11 January 1989

Or. en

Amendment 123

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Notes that speeding is a key factor in around 30 % of fatal road crashes and an aggravating factor in most crashes; calls on the Commission to come up with a recommendation to apply safe speed limits in line with the safe system approach for all road types, such as maximum speeds of 30km/h in residential areas and areas where there are high numbers of cyclists and pedestrians, or where there could be potential to increase cycling and walking levels, and to assess the feasibility of limiting the maximum top speed of all new vehicles as an effective way of reducing road casualties, as well as air pollution and carbon dioxide emissions;

Amendment

12. Notes that speeding is a key factor in around 30 % of fatal road crashes and an aggravating factor in most crashes; calls on the Commission to come up with a recommendation to apply safe speed limits in line with the safe system approach for all road types, such as **default** maximum speeds of 30km/h in residential areas and areas where there are high numbers of cyclists and pedestrians, or where there could be potential to increase cycling and walking levels, **such as in rural areas**, and to assess the feasibility of limiting the maximum top speed of all new vehicles as an effective way of reducing road casualties, as well as **congestion**, air pollution and carbon dioxide emissions; **encourages the Commission and the**

Member States to support the deployment of intelligent speed assistance systems that enable bring updated speed limit information into the vehicle and consequently, to the driver;

Or. en

Amendment 124
Kosma Złotowski

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that speeding is a key factor in around **30 %** of fatal road crashes and an aggravating factor in most crashes; calls on the Commission to come up with a recommendation to apply safe speed limits in line with the safe system approach for all road types, such as maximum speeds of 30km/h in residential areas and areas where there are high numbers of cyclists and pedestrians, ***or where there could be potential*** to increase ***cycling and walking levels, and*** to assess the feasibility of limiting the maximum top speed of all new vehicles as an effective way of reducing road casualties, as well as air pollution and carbon dioxide emissions;

Amendment

12. Notes that speeding is a key factor in around **30%** of fatal road crashes and an aggravating factor in most crashes; calls on the Commission to come up with a recommendation to apply safe speed limits in line with the safe system approach for all road types, such as maximum speeds of 30km/h in residential ***and rural*** areas and areas where there are high numbers of cyclists and pedestrians, ***at the same time acknowledging the right of local and central authorities*** to increase ***the maximum permissible speed where this is allowed by infrastructure security; calls on the Commission*** to assess the feasibility of limiting the maximum top speed of all new vehicles as an effective way of reducing road casualties, as well as air pollution and carbon dioxide emissions;

Or. pl

Amendment 125
Tilly Metz, Ciarán Cuffe

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

Amendment

12 a. Calls on Member States to prioritise investing in speed enforcement and high quality communication on the centrality of speed and speed management as a major cause of fatalities and severe injuries at all levels of government; calls on Member States to apply strong penalties which will deter speeding including penalty point systems and consider the introduction of speed awareness courses to rehabilitate offenders; calls on Member States to dedicate all speed camera revenue and other speeding-related fines directly back into road safety;

Or. en

Amendment 126

Lucia Vuolo, Massimo Casanova, Marco Campomenosi

**Motion for a resolution
Paragraph 13 a (new)**

Motion for a resolution

Amendment

13a. Reminds the Member States that, in accordance with the road infrastructure safety management (RISM) directive, in order to guarantee a transparent, immediate and direct contribution to safety by citizens, Member States must 'establish a national system for the purpose of voluntary reporting, accessible online to all road users, to facilitate the collection of details of occurrences transmitted by road users and vehicles, and of any other safety-related information which is perceived by the reporter as an actual or potential hazard to road infrastructure safety';

Or. it

Amendment 127

Mario Furore, Laura Ferrara

Motion for a resolution
Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. *Points out that a study by the European Transport Safety Council has found that the number of pedestrians and cyclists killed in road accidents has fallen more slowly than the number of casualties among car occupants; notes, in particular, that mortality has remained constant among the most vulnerable groups, namely children and the elderly; calls on the Commission to promote the improvement of pedestrian crossings and to foster a culture of respect for pedestrians;*

Or. it

Amendment 128
Elena Kountoura

Motion for a resolution
Paragraph 13 a (new)

Motion for a resolution

Amendment

13 a. *Notes that, driving or riding whilst using a mobile phone and other electronic devices significantly impairs driving ability and plays a role in 10-30% of road collisions; calls on Member States to introduce effective, proportionate and dissuasive penalties, including non financial penalties, for mobile phone use, raise awareness of the risks and improve enforcement;*

Or. en

Amendment 129
Kosma Zlotowski

Motion for a resolution
Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. Calls on the Commission to develop an effective system for exchanging information on offences committed in non-EU countries; emphasises the need for closer cooperation in road safety with the United Kingdom than is the case with other non-EU countries;

Or. pl

Amendment 130

Elissavet Vozemberg-Vrionidi, Markus Ferber, Cláudia Monteiro de Aguiar, Benoît Lutgen, Gheorghe Falcă

Motion for a resolution
Paragraph 13 a (new)

Motion for a resolution

Amendment

13 a. Encourages Member States to establish a National Observatory for Road Safety to collect, process and maintain a national road safety database;

Or. en

Amendment 131
Elena Kountoura

Motion for a resolution
Paragraph 14

Motion for a resolution

Amendment

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological

developments in vehicle and infrastructure technology and vehicle automation; calls on the Commission to consider introducing a graduated licencing system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers; notes with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue;

developments in vehicle and infrastructure technology and vehicle automation; calls on the Commission to consider ***mandatory standards for examinations and minimum training delivered by professional instructors, as well as*** introducing a graduated licencing ***and life-long learning*** system that encourages novice drivers to gain more experience ***in higher-order skills such as traffic in sight, self-assessment, and hazard perception***, while limiting certain high-risk activities such as driving at night and with passengers; ***highlights that driver training shall include knowledge of Advance Driving Assistance Systems, as well as the new safety aspects coming from the deployment of alternative fuel vehicles (e.g., issues coming from batteries from electric vehicles and learning how to react in the cases of accident)***; ***believes that restrictions to training in automatic gears should be lifted, after the successful completion of the driving test, to promote the uptake of alternative fuels vehicles***; notes with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue;

Or. en

Amendment 132

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar, Andrey Novakov

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure

Amendment

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure

technology and vehicle automation; calls on the Commission to consider introducing a graduated licencing system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers; notes with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue;

technology and vehicle automation; calls on the Commission to consider introducing a graduated licencing system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers; ***calls on the Commission to develop minimum standards for driver training and traffic safety education with gradual alignment in the form, content and outcomes of driving courses across the EU, and to consider the inclusion in the upcoming revision of the Driving Licence Directive of the Goals for Driver Education (GDE) matrix which has three categories: knowledge and skill, risk increasing aspects and self-assessment;*** notes with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue;

Or. en

Amendment 133
Kosma Złotowski

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure technology and vehicle automation; calls on the Commission to consider introducing a graduated ***licencing*** system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers; notes with concern that cases of irregular issuing of driving licences have

Amendment

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure technology and vehicle automation; ***stresses that minimal standards for driving licence courses and driving tests should ensure that drivers are able to drive both vehicles with standard accessories and technologically-advanced vehicles;*** calls on the Commission to consider introducing a graduated ***licensing***

been reported in several Member States and calls on the Commission to monitor this issue;

system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers; notes with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue; ***calls on the Commission to make theoretical and practical training and a practical examination mandatory for moped riders;***

Or. pl

Amendment 134

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Caroline Nagtegaal

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure technology and vehicle automation; calls on the Commission to consider introducing a graduated licencing system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers; notes ***with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue;***

Amendment

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure technology and vehicle automation; calls on the Commission to consider introducing a graduated licencing system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers, ***while taking into account the mobility needs of people living in areas with long distances and limited access to public transport;*** notes ***that driver licencing, targeted education and awareness raising, supported by strong and sustained compliance and enforcement regimes, have an important role to play in giving road users the capability and willingness to use roads and vehicles safely;***

Amendment 135**Tilly Metz****Motion for a resolution****Paragraph 14***Motion for a resolution*

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure technology and vehicle automation; calls on the Commission to consider introducing a graduated licencing system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers; notes with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue;

Amendment

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure technology and vehicle automation; calls on the Commission to consider introducing a graduated licencing system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers; ***calls furthermore on the Commission to consider making theoretical and practical training as well as practical test mandatory for obtaining a driving licence for mopeds***; notes with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue;

Or. en

Amendment 136**Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini****Motion for a resolution****Paragraph 14***Motion for a resolution*

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum

Amendment

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum

requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure technology and vehicle automation; calls on the Commission to consider introducing a graduated licencing system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers; notes with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue;

requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure technology and vehicle automation ***in the training curriculum, especially for professional divers***; calls on the Commission to consider introducing a graduated licencing system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers; notes with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue;

Or. en

Amendment 137

Jens Gieseke

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure technology and vehicle automation; calls on the Commission to ***consider introducing a graduated licencing system that encourages novice drivers to gain more experience while limiting certain high-risk activities such as driving at night and with passengers***; notes with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue;

Amendment

14. Recalls that the Driving Licence Directive established a harmonised EU licence model and introduced minimum requirements for obtaining licences; notes that the directive will need to be kept up-to-date regarding new technological developments in vehicle and infrastructure technology and vehicle automation; ***encourages Member States to introduce accompanied driving schemes; calls on the Member States to mutually recognise their accompanied driving schemes***; calls on the Commission to ***assist Member States in the mutual recognition process***; notes with concern that cases of irregular issuing of driving licences have been reported in several Member States and calls on the Commission to monitor this issue;

Amendment 138
Lucia Vuolo, Marco Campomenosi

Motion for a resolution
Paragraph 14 – subparagraph 1 (new)

Motion for a resolution

Amendment

recommends that the renewal of driving licences, whatever their category, be granted after a compulsory period of theoretical and practical training has been undertaken, both in the classroom and on the road, to train and update users on the new rules, best practices and innovations in terms of road safety; calls on the Commission to encourage the Member States to provide for road safety lessons in schools in the presence of safe driving experts, associations and representatives of road safety sectors;

Or. it

Amendment 139
Jens Gieseke

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14 a. Stresses that turning or manoeuvring accidents between trucks and vulnerable road users are often fatal and are serious traumatic events for everyone involved; stresses that the danger and frequency of such accidents could be significantly reduced through the widespread use of turning assistants; highlights that turning assistants will become mandatory for new types of trucks in 2022 and for all new trucks in 2024; calls on the Commission to set up a

European Action Program on Turning Assistants to promote the benefits of this technology and encourage stakeholders to voluntarily equip existing and new vehicles with turning assistants already now; commends initiatives that support the voluntary introduction of mandatory turning assistants; calls on the Commission and the Member States to financially support the installation of turning assistants in new vehicles and vehicles in the existing fleet;

Or. en

Amendment 140
Kosma Złotowski

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Calls on the Commission to review and update Annex III of the Driving Licence Directive on minimum standards of physical and mental fitness, in particular in terms of alcohol abuse and neurodevelopmental disorders, in the context of the forthcoming revision; points out the need to monitor citizens' physical and mental capacity to drive throughout their lives; stresses in this context the importance of general practitioners as those responsible for identifying people who may not be fit to continue driving; calls on the Member States to draw up a training programme in this regard for family doctors;

Or. pl

Amendment 141
Elena Kountoura

Motion for a resolution

Paragraph 14 a (new)

Motion for a resolution

Amendment

14 a. Calls on the European commission to make sure that the EU Directive 89/391/EEC on health and safety of workers which requires every employer in Europe to undertake a risk assessment according to the principle of prevention is applied for driving or riding for work; calls furthermore on the EC and Member States to work towards consistent levels of enforcement of working time across the EU; calls Member States to support efforts to tackle fraudulent use of tachographs including equipping enforcement officers with knowledge and equipment and improving use of data sharing arrangements between agencies within Member States;

Or. en

Amendment 142

Elissavet Vozemberg-Vrionidi, Benoît Lutgen, Cláudia Monteiro de Aguiar

Motion for a resolution

Paragraph 14 a (new)

Motion for a resolution

Amendment

14 a. Calls on the Commission to introduce training in the cognitive skill of hazard perception for drivers and riders, expand formal training to cover driving and riding style as well as skills and encourage more accompanied driving to help gain experience. Further, calls upon the Commission to introduce further harmonisation of minimum standards for driving and riding trainers including periodic training, hazard perception training, stricter minimum education and communication skills;

Or. en

Amendment 143

Elissavet Vozemberg-Vrionidi, Markus Ferber, Benoît Lutgen, Cláudia Monteiro de Aguiar

Motion for a resolution

Paragraph 14 b (new)

Motion for a resolution

Amendment

14 b. Deplores that, more than 11.800 children and youngsters aged 0-17 years old have been killed in road traffic collisions over the last ten years in the European Union. In 2019, 889 children and youngsters died. 39% were car passengers, 25% pedestrians, 16% drivers of powered two-wheelers (PTW), and 10% were cyclists during the years 2016-2018. Notes that mortality increases steeply at 13. Notes that in addition to vehicle safety measures, infrastructure engineering and enforcement, traffic safety and mobility education has an important role to play in making Europe's roads safer;

Or. en

Amendment 144

Elena Kountoura

Motion for a resolution

Paragraph 14 b (new)

Motion for a resolution

Amendment

14 b. Calls on the Commission to assess making theoretical and practical training and tests mandatory to obtain a driving licence for all categories of Powered Two-Wheelers;

Or. en

Amendment 145

Elissavet Vozemberg-Vrionidi, Markus Ferber, Benoît Lutgen, Cláudia Monteiro de Aguiar, Gheorghe Falcă, Andrey Novakov

Motion for a resolution

Paragraph 14 c (new)

Motion for a resolution

Amendment

14 c. Underlines that, road safety education helps in laying the groundwork for the realisation of Vision Zero and the Safe System approach, as it prepares young people to navigate the streets safely when they are young adults, the high-risk age group between 18 and 30years old. Calls upon the EC to develop key performance indicators (KPIs) on the provision of traffic safety and mobility education in EU Member States, and to develop EU tools to design, implement and evaluate traffic safety and mobility education. Encourages all EU Member States to ensure the provision of high quality road safety education that starts at school and which is part of a continuum of lifelong learning;

Or. en

Amendment 146

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Elsi Katainen, Caroline Nagtegaal

Motion for a resolution

Paragraph 15

Motion for a resolution

Amendment

15. Notes that the COVID-19 pandemic has led to the expansion of the home delivery sector **and specifically the use of vans, powered two-wheelers and bicycles; calls on the Commission to consider introducing a requirement for van drivers to undergo professional driver training and proposing a regulation on working hours and rest periods for van drivers;**

15. Notes that the COVID-19 pandemic has led to the expansion of the home delivery sector, **boosting the emergence of new types of platform work and business models;** calls on the Commission to assess the introduction of a recommendation on the safety of delivery personnel, including requirements for employers and companies to ensure the provision and use of safety

calls on the Commission to assess the introduction of a recommendation on the safety of delivery personnel, including requirements for employers and companies to ensure the provision and use of safety equipment and safe vehicles;

equipment and safe vehicles;

Or. en

Amendment 147

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Notes that the COVID-19 pandemic has led to the expansion of the home delivery sector and specifically the use of vans, powered two-wheelers and bicycles; calls on the Commission to consider introducing a requirement for van drivers to undergo professional driver training and proposing a regulation on working hours and rest periods for van drivers; calls on the Commission to assess the introduction of a recommendation on the safety of delivery personnel, including requirements for employers and companies to ensure the provision and use of safety equipment and safe vehicles;

Amendment

15. Notes that the COVID-19 pandemic has led to the expansion of the home delivery sector and specifically the use of vans, powered two-wheelers, ***such as mopeds*** and bicycles; calls on the Commission to consider introducing a requirement for van drivers to undergo professional driver training and proposing a regulation on working hours and rest periods for van drivers; ***further calls the Commission to include vans in annual periodic technical inspections and roadside inspections under the roadworthiness package revision, and fit all new vans (N1) with top speed limiters set at 130km/h; highlights the need to make theoretical and practical training as well as a practical test mandatory for obtaining a driving licence for mopeds;*** calls on the Commission to assess the introduction of a recommendation on the safety of delivery personnel, including requirements for employers and companies to ensure the provision and use of safety equipment and safe vehicles, ***as well as training in the digital tools, such as applications and interactive platforms they might be exposed to;***

Or. en

Amendment 148

Lucia Vuolo, Massimo Casanova, Marco Campomenosi

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Notes that the COVID-19 pandemic has led to the expansion of the home delivery sector and specifically the use of vans, powered two-wheelers and bicycles; calls on the Commission to consider introducing a requirement for *van* drivers **to undergo professional driver training and proposing a regulation on working hours and rest periods for van drivers**; calls on the Commission to assess the introduction of a recommendation on the safety of delivery personnel, including requirements for employers and companies to ensure the provision and use of safety equipment and safe vehicles;

Amendment

15. Notes that the COVID-19 pandemic has led to the expansion of the home delivery sector and specifically the use of vans, powered two-wheelers, *scooters* and bicycles; calls on the Commission to consider introducing a requirement for drivers **of vans and all other so-called micro-mobility vehicles to undergo prior professional training in road safety**; calls on the Commission to assess the introduction of a recommendation on the safety of delivery personnel, including requirements for employers and companies to ensure the provision and use of safety equipment and safe vehicles;

Or. it

Amendment 149

Elena Kountoura

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Notes that the COVID-19 pandemic has led to the expansion of the home delivery sector and specifically the use of vans, powered two-wheelers and bicycles; calls on the Commission to consider introducing a requirement for van drivers to undergo professional driver training and **proposing a regulation on working hours and rest periods for van drivers**; calls on the Commission to assess the introduction of a recommendation on the safety of delivery personnel, including requirements

Amendment

15. Notes that the COVID-19 pandemic has led to the expansion of the home delivery sector and specifically the use of vans, powered two-wheelers and bicycles; calls on the Commission to consider introducing a requirement for van drivers to undergo professional driver training and **to extend the existing Union acquis on road transport to van drivers**; calls on the Commission to assess the introduction of a recommendation on the safety of delivery personnel, including requirements for

for employers and companies to ensure the provision and use of safety equipment and safe vehicles;

employers and companies to ensure the provision and use of safety equipment and safe vehicles;

Or. en

Amendment 150
Tilly Metz

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Notes that the COVID-19 pandemic has led to the expansion of the home delivery sector and specifically the use of vans, powered two-wheelers and bicycles; calls on the Commission to consider introducing a requirement for van drivers to undergo professional driver training and proposing a regulation on working hours and rest periods for van drivers; calls on the Commission to ***assess the introduction of*** a recommendation on the safety of delivery personnel, including requirements for employers and companies to ensure the provision and use of safety equipment and safe vehicles;

Amendment

15. Notes that the COVID-19 pandemic has led to the expansion of the home delivery sector and specifically the use of vans, powered two-wheelers and bicycles; calls on the Commission to consider introducing a requirement for van drivers to undergo professional driver training and proposing a regulation on working hours and rest periods for van drivers; calls on the Commission to ***come up with*** a recommendation on the safety of delivery personnel, including requirements for employers and companies to ensure the provision and use of safety equipment and safe vehicles;

Or. en

Amendment 151
Tilly Metz

Motion for a resolution
Paragraph 15 a (new)

Motion for a resolution

Amendment

15 a. Expresses deep concern over driver fatigue in commercial freight and passenger transport as a cause for road accidents; considers that this needs to be consequently managed within the Work Related Road Safety logic; stresses the

importance of using mandatory speed limiters and tachographs and calls on the Member States in cooperation with the Commission for full-fledged enforcement of Regulation (EU) 2020/1054 and the driving times and rest periods which have been applicable since 20 August 2020; calls on the Commission to introduce a KPI for driver fatigue in commercial freight and passenger transport;

Or. en

Amendment 152

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 15 a (new)

Motion for a resolution

Amendment

15 a. Highlights that 40 % of all road deaths in the EU are work-related; calls on Member States to encourage and cooperate with employers to address key risks within this context and include concrete measures on speed, drink and drug driving as well as preventive measures for managing fatigue and distraction; calls on the Commission to ensure that Directive 89/391 on health and safety of workers which requires every employer in Europe to undertake a risk assessment according to the principle of prevention is applied for driving for work;

Or. en

Amendment 153

Elena Kountoura

Motion for a resolution

Paragraph 15 a (new)

Motion for a resolution

Amendment

15 a. Calls on the Commission to present a legislative proposal, without prejudice to Regulation (EU) 2020/1054, for the recording and documentation of working time in accordance with CJEU ruling of 14 May 2019 in case C-55/18 for drivers engaged in operations and vehicles that are not covered by Regulation (EU) 2020/1054;

Or. en

Amendment 154

Vera Tax, Isabel García Muñoz

Motion for a resolution

Paragraph 15 a (new)

Motion for a resolution

Amendment

15 a. Calls on the Commission to assess whether a mandatory installation of parking air conditioners - or equivalent climatisation systems for cabins - in heavy goods vehicles could have a positive impact on driver fatigue and on road safety;

Or. en

Amendment 155

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini, Josianne Cutajar

Motion for a resolution

Paragraph 15 b (new)

Motion for a resolution

Amendment

15 b. Stresses that working and employment conditions have a direct impact on road safety; notes the increase of ride services, mobility and transportation based platforms; calls on

the Commission and Member States in cooperation with social partners to come with a strategy to ensure good working conditions for platform workers and support and encourage platform companies to offer driving and specific trainings (i.e. digital tools), which should ultimately improve road safety;

Or. en

Amendment 156

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 15 c (new)

Motion for a resolution

Amendment

15 c. Expresses deep concern over driver fatigue in commercial freight and passenger transport as a major cause for road accidents; calls on Member States in cooperation with the Commission for full enforcement of Regulation 2020/1054, which will improve the drivers' working conditions and road safety; calls on the Commission and Member States to cooperate in awareness raising campaigns at EU and national levels; asks the Commission to increase the number of secure parking areas and ensure they are adapted to the needs of the drivers along the TEN-T network and provide information on their availability through an updated user-friendly website;

Or. en

Amendment 157

Kosma Złotowski

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Highlights the importance of fast and effective post-crash care in significantly reducing the consequences of injury; calls on the Member States, in this context, to establish closer collaboration between their road safety authorities and the health sector, to make it mandatory to build emergency lanes and to enforce their correct use to speed up rescue operations; calls on the Commission to consider making first aid training compulsory in the future revision of the Driving Licence Directive;

Amendment

16. Highlights the importance of fast and effective post-crash care in significantly reducing the consequences of injury; calls on the Member States, in this context, to establish closer collaboration between their road safety authorities and the health sector, to make it mandatory to build emergency lanes and to enforce their correct use to speed up rescue operations; ***points out that the obligation to form 'life corridors' is regulated by law in only a few Member States; calls on the Member States to take action in this regard to enable the emergency services to reach the scene of an accident more easily;*** calls on the Commission to consider making first aid training compulsory in the future revision of the Driving Licence Directive; ***calls on the Commission to extend the categories of vehicles for which installation of eCall is mandatory, with particular regard to powered two-wheeled vehicles;***

Or. pl

Amendment 158

Tilly Metz

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Highlights the importance of ***fast and effective post-crash care*** in significantly reducing the consequences of injury; calls on the Member States, in this context, to establish closer collaboration between their road safety authorities and the health sector, to make it mandatory to build emergency lanes and to enforce their correct use to ***speed up*** rescue operations; calls on the Commission to consider making first aid training compulsory in the future revision of the Driving Licence

Amendment

16. Highlights the importance of effective post-crash ***response*** in significantly reducing the consequences of injury ***through timely and high-quality first-aid, medical care and rehabilitation and mental, social and legal support for victims, survivors and families;*** calls on the Member States, in this context, to establish closer collaboration between their road safety authorities and the health sector, to make it mandatory to build emergency lanes and to enforce their

Directive;

correct use to *speedup* rescue operations;
calls on the Commission to consider
making first aid training compulsory in the
future revision of the Driving Licence
Directive; *calls on the Commission to
consider making thorough crash analysis
compulsory to identify causes and
measures to prevent recurrence;*

Or. en

Amendment 159

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Highlights the importance of fast and effective post-crash care in significantly reducing the consequences of injury; calls on the Member States, in this context, to establish closer collaboration between their road safety authorities and the health sector, to make it mandatory to build emergency lanes and to enforce their correct use to speed up rescue operations; calls on the Commission to consider making first aid training compulsory in the future revision of the Driving Licence Directive;

Amendment

16. Highlights the importance of fast and effective post-crash care in significantly reducing the consequences of injury; calls on the Member States, in this context, to establish closer collaboration between their road safety authorities and the health sector, to make it mandatory to build emergency lanes and to enforce their correct use to speed up rescue operations; calls on the Commission to consider making first aid training compulsory in the future revision of the Driving Licence Directive; *calls on Member States to develop their major trauma networks and adopt guidelines to cooperate among them in order for emergency care services to deliver patients swiftly even across borders if they may bypass a nearer facility within their own territory;*

Or. en

Amendment 160

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Highlights the importance of fast and effective post-crash care in significantly reducing the consequences of injury; calls on the Member States, in this context, to establish closer collaboration between their road safety authorities and the health sector, to make it mandatory to build emergency lanes and to enforce their correct use to speed up rescue operations; calls on the Commission to **consider making** first aid training compulsory in the future revision of the Driving Licence Directive;

Amendment

16. Highlights the importance of fast and effective post-crash care in significantly reducing the consequences of injury; calls on the Member States, in this context, to establish closer collaboration between their road safety authorities and the health sector, to make it mandatory to build emergency lanes and to enforce their correct use to speed up rescue operations; calls **further the Commission and the Member States to provide for sufficient financing for efficient emergency infrastructure, including air medical services**; calls on the Commission to **make** first aid training compulsory in the future revision of the Driving Licence Directive; **recalls the importance of effective follow-up victim support**;

Or. en

Amendment 161

Elena Kountoura

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Highlights **the importance of fast and effective post-crash care in significantly reducing the consequences of injury**; calls on the Member States, in this context, to establish closer collaboration between their road safety authorities and the health sector, to make it mandatory to build emergency lanes and to enforce their correct use to speed up rescue operations; calls on the Commission to consider making first aid training compulsory in the future revision of the Driving Licence Directive;

Amendment

16. Highlights **that an effective and complete post-crash response includes, in addition to medical care and rehabilitation, thorough crash investigation to identify causes & measures to prevent recurrence, criminal and civil proceedings whenever appropriate and support and recognition for the victims**; calls on the Member States, in this context, to establish closer collaboration between their road safety authorities and the health sector, to make it mandatory to build emergency lanes and to enforce their correct use to speed up rescue operations; calls on the Commission to

consider making first aid training compulsory in the future revision of the Driving Licence Directive;

Or. en

Amendment 162

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini, Josianne Cutajar

**Motion for a resolution
Paragraph 16 a (new)**

Motion for a resolution

Amendment

16 a. Highlights that Member States, in cooperation with regional authorities need to ensure time access to high quality emergency and long-term health care services for the injured as part of the post-crash response, including mental, social and legal support for victims, survivors and families of road traffic accidents and injuries;

Or. en

**Amendment 163
Kosma Zlotowski**

**Motion for a resolution
Paragraph 16 a (new)**

Motion for a resolution

Amendment

16a. Notes that effective and comprehensive action after an accident should also include an in-depth investigation to identify the causes of the accident and, where appropriate, criminal and civil proceedings, as well as victim support;

Or. pl

Amendment 164
Kosma Zlotowski

Motion for a resolution
Paragraph 16 b (new)

Motion for a resolution

Amendment

16b. *Points out that not all accident victims are reported, which distorts the available statistics; underlines the need for effective test methods to be developed to determine the actual number of road accident victims, for example by comparing the number of victims reported by the police with hospitalisations;*

Or. pl

Amendment 165
Kosma Zlotowski

Motion for a resolution
Paragraph 17

Motion for a resolution

Amendment

17. Stresses that poor enforcement of road traffic rules undermines efforts to achieve Vision Zero; encourages the Member States to set annual targets for enforcement and compliance in their road safety plans **and to** ensure their adequate funding; underlines that only well-explained and well-publicised consistent enforcement activities can have a long-lasting effect on driving behaviour;

17. Stresses that poor enforcement of road traffic rules undermines efforts to achieve Vision Zero; encourages the Member States to set annual targets for enforcement and compliance in their road safety plans, ensure their adequate funding **and increase fines and the enforceability of penalties for exceeding the speed limit, particularly in the case of offences detected by speed cameras**; underlines that only well-explained and well-publicised consistent enforcement activities can have a long-lasting effect on driving behaviour;

Or. pl

Amendment 166
Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Stresses that poor enforcement of road traffic rules undermines efforts to achieve Vision Zero; encourages the Member States to set annual targets for enforcement and compliance in their road safety plans and to ensure their adequate funding; underlines that only well-explained and well-publicised consistent enforcement activities can have a long-lasting effect on driving behaviour;

Amendment

17. Stresses that poor enforcement of road traffic rules undermines efforts to achieve Vision Zero; encourages the Member States to set annual targets for enforcement and compliance in their road safety plans and to ensure their adequate funding, ***as well as to undertake and publish an annual follow-up analysing the targets accomplished and the results obtained***; underlines that only well-explained and well-publicised consistent enforcement activities can have a long-lasting effect on driving behaviour;

Or. en

Amendment 167

Elissavet Vozemberg-Vrionidi, Cláudia Monteiro de Aguiar, Benoît Lutgen, Gheorghe Falcă, Andrey Novakov

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Stresses that poor enforcement of road traffic rules undermines efforts to achieve Vision Zero; encourages the Member States to set annual targets for enforcement and compliance in their road safety plans and to ensure their adequate funding; underlines that only well-explained and well-publicised consistent enforcement activities can have a long-lasting effect on driving behaviour;

Amendment

17. Stresses that poor enforcement of road traffic rules undermines efforts to achieve Vision Zero; encourages the Member States to set annual targets for enforcement and compliance in their road safety plans and to ensure their adequate funding; underlines that only well-explained and well-publicised consistent enforcement activities can have a long-lasting effect on driving behaviour; ***notes that efficiency is further enhanced if the handling of fines for detected violations is largely automated***;

Or. en

Amendment 168
Julie Lechanteux, Philippe Olivier

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Stresses that poor enforcement of road traffic rules undermines efforts to achieve Vision Zero; encourages the Member States to *set annual targets for* enforcement and compliance in their road safety plans and to ensure *their* adequate funding; underlines that *only well-explained and well-publicised consistent enforcement activities can have a long-lasting effect on driving behaviour*;

Amendment

17. Stresses that poor enforcement of road traffic rules undermines efforts to achieve Vision Zero; encourages the Member States to *take a pedagogical and constructive approach with road infrastructure users with regard to* enforcement and compliance in their road safety plans, and to ensure *that those plans receive* adequate funding; underlines that *the EU's policy of taxing drivers has never helped to reduce road fatalities*;

Or. fr

Amendment 169
Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Stresses that poor enforcement of road traffic rules undermines efforts to achieve Vision Zero; encourages the Member States to set annual targets for enforcement and compliance in their road safety plans and to ensure their adequate funding; underlines that only well-explained *and* well-publicised consistent enforcement activities can have a long-lasting effect on driving behaviour;

Amendment

17. Stresses that poor enforcement of road traffic rules undermines efforts to achieve Vision Zero; encourages the Member States to set annual targets for enforcement and compliance in their road safety plans and to ensure their adequate funding; underlines that only well-explained, well-publicised consistent enforcement activities *and education by enforcement* can have a long-lasting effect on driving behaviour;

Or. en

Amendment 170

Tilly Metz

**Motion for a resolution
Paragraph 17 a (new)**

Motion for a resolution

Amendment

17 a. Underlines the negative effect commercials and advertisements can have on driving behaviour; calls on the Commission to explore regulatory measures to ban advertisements promoting fast and dangerous driving considering the influence that such commercials can have on motorists;

Or. en

Amendment 171

Lucia Vuolo, Massimo Casanova, Marco Campomenosi

**Motion for a resolution
Paragraph 17 a (new)**

Motion for a resolution

Amendment

17a. Calls on the EU to pave the way for fruitful and practical training, awareness-raising and education activities relating to the highway code in schools, associations, foundations and companies specialising in road safety;

Or. it

Amendment 172

Lucia Vuolo, Marco Campomenosi

**Motion for a resolution
Paragraph 18**

Motion for a resolution

Amendment

18. Highlights that external factors and emerging societal trends present **unprecedented** challenges to road safety

18. Highlights that external factors and emerging societal trends present **further** challenges to road safety under the EU

under the EU strategy to 2030 and beyond;
notes that the EU should pave the way for connected and automated vehicles to be rolled out in due time and should assess the possible risks of combining such vehicles with traditional vehicles in mixed traffic and vulnerable road users;

strategy to 2030 and beyond;

Or. it

Amendment 173
Elena Kountoura

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Highlights that external factors and emerging societal trends present unprecedented challenges to road safety under the EU strategy to 2030 and beyond; notes that the EU should pave the way for connected and automated vehicles to be rolled out in due time and should assess the possible risks of combining such vehicles with traditional vehicles in mixed traffic and vulnerable road users;

Amendment

18. Highlights that external factors and emerging societal trends present unprecedented challenges to road safety under the EU strategy to 2030 and beyond; notes that the EU should pave the way for connected and automated vehicles to be rolled out in due time and should assess the possible risks of combining such vehicles with traditional vehicles in mixed traffic and vulnerable road users; ***calls, therefore, on the Commission to fully assess the impact of increased automated vehicles on reducing safer, more environmentally friendly modes (walking, cycling, public transport, train etc.), as well as the impact on urban areas of automated vehicles;***

Or. en

Amendment 174
Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Highlights that external factors and

Amendment

18. Highlights that external factors and

emerging societal trends present unprecedented challenges to road safety under the EU strategy to 2030 and beyond; notes that the EU should pave the way for connected and automated vehicles to be rolled out in due time and should assess the possible risks of combining such vehicles with traditional vehicles in mixed traffic and vulnerable road users;

emerging societal trends present unprecedented challenges to road safety under the EU strategy to 2030 and beyond; notes that the EU should pave the way for connected and automated vehicles to be rolled out in due time and should assess the possible risks of combining such vehicles with traditional vehicles in mixed traffic and vulnerable road users; ***highlights that upgrading of infrastructure might be needed to guarantee automated and semi-automated vehicles operate safely while improving safety for conventional vehicles, and thus, benefiting all road users;***

Or. en

Amendment 175
Tilly Metz

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Highlights that external factors and emerging societal trends present unprecedented challenges to road safety under the EU strategy to 2030 and beyond; notes that the EU should ***pave the way for*** connected and automated vehicles ***to be rolled out in due time*** and should assess the possible risks of combining such vehicles with traditional vehicles in mixed traffic and vulnerable road users;

Amendment

18. Highlights that external factors and emerging societal trends present unprecedented challenges to road safety under the EU strategy to 2030 and beyond; notes that the EU should ***closely assess the consequences for safety, the environment, and consumer rights with the deployment of*** connected and automated vehicles and should assess the possible risks of combining such vehicles with traditional vehicles in mixed traffic and vulnerable road users;

Or. en

Amendment 176
Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18 a. *Points out that COVID-19 has affected and changed mobility patterns across the UE, with an increase of teleworking practices and active transport modes such as cycling and walking, as well as new alternative trends of tourism such as rural tourism; calls on the Commission and Member States to take into account the opportunities provided by these new mobility in terms of sustainability and digitalisation, in their upcoming mobility and urban design plans, strategies or funding opportunities at EU, national and regional level; asks the Commission in cooperation with Member States to develop recommendations at EU level on how to build safe, comfortable, direct and attractive infrastructure for active modes of transport;*

Or. en

Amendment 177

Lucia Vuolo, Massimo Casanova, Marco Campomenosi

Motion for a resolution

Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. *Notes that there has been a sharp increase in ordinary and electric micro-mobility, which, however, is not adequately regulated at the national level;*

Or. it

Amendment 178

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 18 b (new)

Motion for a resolution

Amendment

18 b. *Calls on Member States to set up vehicle scrappage schemes under green conditions in order to incentivise the purchase and use of safer, cleaner and more energy efficient vehicles and the renewal of public and private vehicle fleets; asks the Commission and the Member States together with the European Investment Bank(EIB) to study new funding schemes to facilitate investment in safe and sustainable transport services as well as of safe and sustainable vehicle fleets;*

Or. en

Amendment 179

Lucia Vuolo, Massimo Casanova, Marco Campomenosi

Motion for a resolution

Paragraph 18 b (new)

Motion for a resolution

Amendment

18b. *Hopes that the use of connected and automated vehicles will yield good results in terms of safety;*

Or. it

Amendment 180

Lucia Vuolo, Massimo Casanova, Marco Campomenosi

Motion for a resolution

Paragraph 18 c (new)

Motion for a resolution

Amendment

18c. *Calls for greater attention to be paid to users with special mobility needs by providing them with sufficient safety standards and protection on both roads and pavements;*

Amendment 181
Julie Lechanteux, Philippe Olivier

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Points out that data will play a key role in improving road safety; recalls that in-vehicle data are extremely valuable for traffic management, roadworthiness tests and the investigation of crashes; calls on the Commission to set up a framework to access in-vehicle data beyond the repair market in compliance with the General Data Protection Regulation, solely for the purpose of accident research and roadworthiness tests;

Amendment

19. Points out that data will play a key role in improving road safety; recalls that in-vehicle data are extremely valuable for traffic management, roadworthiness tests and the investigation of crashes; calls on the Commission to set up a framework to access in-vehicle data beyond the repair market in compliance with the General Data Protection Regulation, solely for the purpose of accident research and roadworthiness tests; ***points out that in-vehicle data should be used only to improve driver and passenger safety and not to monitor or track people's movements, which could infringe on individual freedoms;***

Amendment 182
Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Points out that data will play a key role in improving road safety; recalls that in-vehicle data are extremely valuable for traffic management, roadworthiness tests and the investigation of crashes; calls on the Commission to set up a framework to access in-vehicle data beyond the repair market in compliance with the General Data Protection Regulation, solely for the

Amendment

19. Points out that data will play a key role in improving road safety; recalls that in-vehicle data are extremely valuable for traffic management, roadworthiness tests and the investigation of crashes; calls on the Commission to set up a framework to access in-vehicle data beyond the repair market in compliance with the General Data Protection Regulation, solely for the

purpose of accident *research* and roadworthiness tests;

purpose of accident *investigation* and roadworthiness tests **and to create a European database building on the DaCoTa project**;

Or. en

Amendment 183
Tilly Metz

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Points out that data will play a key role in improving road safety; recalls that in-vehicle data are extremely valuable for traffic management, roadworthiness tests and the *investigation of crashes*; calls on the Commission to set up a framework to access in-vehicle data beyond the repair market in compliance with the General Data Protection Regulation, solely for the purpose of accident research and roadworthiness tests;

Amendment

19. Points out that data will play a key role in improving road safety; recalls that in-vehicle data are extremely valuable for traffic management, roadworthiness tests and the *crash analysis*; calls on the Commission to set up a framework to access in-vehicle data beyond the repair market in compliance with the General Data Protection Regulation, solely for the purpose of accident research, **prevention of repeated offences regarding speeding behaviour** and roadworthiness tests;

Or. en

Amendment 184
Tilly Metz

Motion for a resolution
Paragraph 19 a (new)

Motion for a resolution

19 a. Stresses the importance of the digital data contained in Event Data Recorders (EDR) for thorough crash analysis in order to ensure justice to victims and to improve road safety; underlines that stored data must be made readily available for crash analysis; calls on the Commission to revise the delegated

*act for the Event Data Recorder (EDR)
under the General Safety Regulation to
include data on date, time and place;*

Or. en

Amendment 185

Elissavet Vozemberg-Vrionidi, Markus Ferber, Cláudia Monteiro de Aguiar, Andrey Novakov, Benoît Lutgen, Gheorghe Falcă

**Motion for a resolution
Paragraph 19 a (new)**

Motion for a resolution

Amendment

19 a. Stresses that the correct and complete collection of data by the Member States in cooperation with international road safety organizations and their thorough analysis based on international experience will help accelerate improvements in road safety as well as the modernization of the provisions of the Road Traffic Codes in the Member States;

Or. en

Amendment 186

Ilhan Kyuchyuk, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica, Caroline Nagtegaal

**Motion for a resolution
Paragraph 19 a (new)**

Motion for a resolution

Amendment

19 a. Underlines that the manipulation and fraud in electronic safety features, such as advanced driving assistance systems, represent a high safety risk and need therefore to be addressed by specific training on the control of software integrity provided to inspectors;

Or. en

Amendment 187

Elissavet Vozemberg-Vrionidi, Markus Ferber, Benoît Lutgen, Cláudia Monteiro de Aguiar, Andrey Novakov

Motion for a resolution

Paragraph 19 b (new)

Motion for a resolution

Amendment

19 b. Encourages Member States to continue developing measures to ensure post-collision care, early rehabilitation and social reintegration of road traffic accident victims, in cooperation with the relevant public policy stakeholders, in particular with those representing road traffic victims;

Or. en

Amendment 188

Tilly Metz, Ciarán Cuffe

Motion for a resolution

Paragraph 19 b (new)

Motion for a resolution

Amendment

19 b. Calls on the Commission to prioritise modal shift towards sustainable collective passenger and freight transport modes thereby reducing the overall number of private motorised vehicles on EU roads, which is an important way to improve road safety while also reducing negative externalities;

Or. en

Amendment 189

Tilly Metz, Ciarán Cuffe

Motion for a resolution

Paragraph 19 c (new)

19 c. Stresses the importance of reducing the centrality of private motorised vehicles in the public realm in order to reallocate more public space to citizens and children in particular; urges the Commission to propose a European-wide annual car-free Sunday given its positive impact on road safety as well as wider benefits;

Or. en

Amendment 190

Tilly Metz

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Calls on the Commission, in view of the upcoming revision of the Urban Mobility Package, to promote synergies between safety and sustainability measures in urban areas; calls, in this regard, for the reprioritisation of transport infrastructure in *dense* urban areas away from individual motorised transport towards public transport and sustainable, safer and healthier transport modes such as walking and cycling;

Amendment

20. Calls on the Commission, in view of the upcoming revision of the Urban Mobility Package, to promote synergies between safety and sustainability measures in urban areas; calls, in this regard, for the reprioritisation of transport infrastructure in urban areas away from individual motorised transport towards public transport and sustainable, safer and healthier transport modes such as walking and cycling; ***notes that demand management and land-use planning can lower traffic volumes; stresses that facilitating walking and cycling should become an integral part of urban mobility and infrastructure design, which should be included within Sustainable Urban Mobility Plans (SUMPs), where the Commission already recommends including road safety as a horizontal objective; calls furthermore on the Commission to establish an indicator on the use of EU funds towards effectively improving urban road safety, and particularly ensuring the highest design***

standards to protect vulnerable road users and foster active mobility, not only for reporting purposes but also in view of making SUMP s a condition to receive EU funding for urban road infrastructure; finally, calls on the Commission to better integrate the EU road safety targets and actions within the Guidelines of the SUMP s by monitoring and promoting of best practise;

Or. en

Amendment 191

Ilhan Kyuchyuk, Jan-Christoph Oetjen, Ondřej Kovařík, Vlad Gheorghe, Elsi Katainen, Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Calls on the Commission, in view of the upcoming revision of the Urban Mobility Package, to promote synergies between safety and sustainability measures in urban areas; calls, in this regard, for the reprioritisation of transport infrastructure in *dense* urban areas away from individual motorised transport towards *public transport and* sustainable, safer and healthier transport modes such as walking and cycling;

Amendment

20. Calls on the Commission, in view of the upcoming revision of the Urban Mobility Package, to promote synergies between safety and sustainability measures in urban areas; calls, in this regard, for the reprioritisation of transport infrastructure in urban areas away from individual motorised transport towards sustainable, safer and healthier transport modes such as *public transport*, walking and cycling, *taking into consideration the special needs of vulnerable road users, such as children, persons with disabilities and elderly persons; encourages further investments and co-funding by EU funding instruments for parking and other mobility connectivity zones in the entry of urban areas, providing for easy access to different modes of public transport, in view of reducing urban congestion and CO2 emissions;*

Or. en

Amendment 192

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Calls on the Commission, in view of the upcoming revision of the Urban Mobility Package, to promote synergies between safety and sustainability measures in urban areas; calls, in this regard, for the reprioritisation of transport infrastructure in *dense* urban areas away from individual motorised transport towards public transport and sustainable, safer and healthier transport modes such as walking and cycling;

Amendment

20. Calls on the Commission, in view of the upcoming revision of the Urban Mobility Package, to promote synergies between safety and sustainability measures in urban areas; calls, in this regard, for the reprioritisation of transport infrastructure, ***including reallocation of public space***, in urban areas away from individual motorised transport towards public transport and ***other*** sustainable, safer and healthier transport modes such as walking and cycling; ***welcomes the EIB's intention to support alongside public authorities, ambitious investment programmes fostering sustainable mobility at local and regional level, such as sustainable urban mobility plans and public transport projects***;

Or. en

Amendment 193

Kosma Zlotowski

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Calls on the Commission, in view of the upcoming revision of the Urban Mobility Package, to promote synergies between safety and sustainability measures in urban areas; calls, in this regard, for the reprioritisation of transport infrastructure in dense urban areas away from individual motorised transport towards public transport and sustainable, safer and healthier transport modes such as walking and cycling;

Amendment

20. Calls on the Commission, in view of the upcoming revision of the Urban Mobility Package, to promote synergies between safety and sustainability measures in urban areas; calls, in this regard, for the reprioritisation of transport infrastructure in dense urban areas away from individual motorised transport towards public transport and sustainable, safer and healthier transport modes such as walking and cycling, ***and for the implementation of***

legislation which prioritises active road users;

Or. pl

Amendment 194

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini, Josianne Cutajar

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20 a. Notes that rural areas account for approximately 83% of the EU's territory and are home to 30.6% of the EU population; points out that rural areas, particularly sparsely populated ones, suffer from a shortage of quality transport infrastructure as well as from low frequency of collective public transport services, which directly affect road safety; further notes that 54% of road deaths occur on rural roads; highlights that the improvement on accessibility, connectivity and road safety for rural areas should be incorporated in the Sustainable and Smart Mobility Strategy; calls on the Commission to take the latter into account in the upcoming Communication on Long Term Vision for Rural Areas;

Or. en

Amendment 195

Elissavet Vozemberg-Vrionidi, Markus Ferber, Benoît Lutgen, Cláudia Monteiro de Aguiar

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20 a. Calls on the Member States to implement effective horizontal policies

based on real data which can solve the issue of coordination and the achievement of specific objectives across distinct policy areas, where different public bodies or authorities are usually involved;

Or. en

Amendment 196

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini, Josianne Cutajar

Motion for a resolution

Paragraph 20 b (new)

Motion for a resolution

Amendment

20 b. Calls on the Commission and the Member States to work closely with regions and cities to complete relevant missing last-mile infrastructure and inter-modal and cross-border connections throughout the TEN-T, thus enabling more seamless and efficient use of infrastructure and services which improves road safety;

Or. en

Amendment 197

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini, Josianne Cutajar

Motion for a resolution

Paragraph 20 c (new)

Motion for a resolution

Amendment

20 c. Calls on the Commission to explore the possible synergies with Eurovelo and its corridors, notably by increasing financial support and having roadsafety as a transversal priority, in order to promote safe cycling in Europe; calls on the Commission to encourage the reconversion of disused railway lines,

including by supporting bike-train projects and to actively support bike-train intermodality;

Or. en

Amendment 198

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 20 d (new)

Motion for a resolution

Amendment

20 d. Points out the need to promote an integrated approach to accomplish the goals set in Vision Zero and strengthen inter-sectoral collaboration including engagement with NGOs, civil society, as well as businesses and industry at regional, national and EU level; calls on companies and SMEs to contribute, in line with the Stockholm Declaration, to the attainment of road safety by applying safe system principles to their entire value chain including internal practices throughout their procurement, production and distribution process, and to include reporting on safety performance in their sustainability reports as well as in their official websites; further calls on companies and SMEs, when applicable, to offer specific trainings on road safety to their drivers, and to consider incorporating the role of “mobility manager” to coordinate and optimise the needs of mobility of the enterprise for the transportation of goods and workers alongside the entire logistic chain;

Or. en

Amendment 199

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 20 e (new)

Motion for a resolution

Amendment

20 e. *Notes that businesses that reduce road risks within their own fleets are able to reduce insurance and other costs; calls on the EC to highlight the role of insurers in supporting risk management programmes; calls on the EC to set up forums for employers to access information on the business case for managing road risk in the work environment;*

Or. en

Amendment 200

Tilly Metz, Ciarán Cuffe

Motion for a resolution

Paragraph 21

Motion for a resolution

Amendment

21. Stresses the importance of engaging civil society in achieving Vision Zero; welcomes the launch of the EU Urban Road Safety award, as part of European Mobility Week and the revamping of the European Road Safety Charter, the largest civil society platform on road safety; calls on the Commission to organise a ‘European Year of Road Safety’ initiative in the coming years, as part of the 2021-2030 EU Road Safety Policy Framework;

21. Stresses the importance of engaging civil society in achieving Vision Zero; ***in this regard, stresses the importance of involving children in the preparation of plans and strategies relating to road safety and the use of public spaces***; welcomes the launch of the EU Urban Road Safety award, as part of European Mobility Week and the revamping of the European Road Safety Charter, the largest civil society platform on road safety; calls on the Commission to organise a ‘European Year of Road Safety’ initiative in the coming years, as part of the 2021-2030 EU Road Safety Policy Framework; ***advocates furthermore, in the context of 2022 as the European Year of Greener Cities, for the launching, the funding and monitoring of a Safer City Label, based on the criteria of the highest standards of road safety for all users, lower speed limits and more liveable public spaces, including better air quality and reduced CO2 emissions***;

Amendment 201

Tilly Metz

Motion for a resolution

Paragraph 21 a (new)

Motion for a resolution

Amendment

21 a. Acknowledges World Day of Remembrance for Road Traffic Victims, that is held each third Sunday of November to remember the many millions who have been killed and seriously injured on the world's roads and as a day to thank the emergency services and reflect on the tremendous burden and cost of this daily continuing disaster to families, communities and countries; calls on the European Parliament, European Council and European Commission to formally recognise the day by way of holding an annual event supported by the three institutions;

Or. en

Amendment 202

Elena Kountoura

Motion for a resolution

Paragraph 22 a (new)

Motion for a resolution

Amendment

22 a. Highlights the importance of the annual World Day of Remembrance for road traffic victims, each third Sunday of November, adopted by UN General Assembly Resolution 60/5 on 26th October 2005, as an appropriate acknowledgement for victims of road traffic crashes and their families;

Or. en

Amendment 203

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 21 a (new)

Motion for a resolution

Amendment

21 a. Welcomes the launch of the Urban Road Safety Award in 2019 by the Commission; calls on the Commission to establish a new “Safe City Label” at EU level that could be linked to developments in urban mobility and infrastructure measures and the protection of vulnerable road users and which involves adequate funding and monitoring;

Or. en

Amendment 204

Elissavet Vozemberg-Vrionidi, Markus Ferber, Benoît Lutgen, Cláudia Monteiro de Aguiar, Gheorghe Falcă, Andrey Novakov

Motion for a resolution

Paragraph 21 a (new)

Motion for a resolution

Amendment

21 a. Calls on the Commission to cooperate with Member States and other key stakeholders on developing a Europe-wide road safety culture;

Or. en

Amendment 205

Tilly Metz

Motion for a resolution

Paragraph 22

Motion for a resolution

Amendment

22. Is of the view that in order to

22. Is of the view that in order to

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properly implement the next steps in the EU road safety policy under the overarching Sustainable and Smart Mobility Strategy, some new capacities are needed in the field of road safety, in particular with respect to the coordination, monitoring and evaluation functions and technical support for the overall strategy; calls on the Commission in this regard to **explore options to further support safe road transport under an existing agency or another body**;

properly implement the next steps in the EU road safety policy under the overarching Sustainable and Smart Mobility Strategy, some new capacities are needed in the field of road safety, in particular with respect to the coordination, monitoring and evaluation functions and technical support for the overall strategy; calls on the Commission in this regard to further support safe road transport **by setting up an EU agency for road safety with the responsibility to coordinate and speed up EU's actions in road safety by for instance collecting and analysing accident data and exposure data for all roads and users, labelling unsafe roads, road equipment and vehicles, identifying unsafe behaviours, encouraging best practice, including by information campaigns across the Union and developing new safety standards for vehicles as well as overseeing and coordinating EU's input to the UNECE process**;

Or. en

Amendment 206

Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Is of the view that in order to properly implement the next steps in the EU road safety policy under the overarching Sustainable and Smart Mobility Strategy, some new capacities are needed in the field of road safety, in particular with respect to the coordination, monitoring and evaluation functions and technical support for the overall strategy; calls on the Commission in this regard to explore options to further support safe road transport under an existing agency or

Amendment

22. Is of the view that in order to properly implement the next steps in the EU road safety policy under the overarching Sustainable and Smart Mobility Strategy, some new capacities are needed in the field of road safety, in particular with respect to the coordination, monitoring and evaluation functions and technical support for the overall strategy; calls on the Commission in this regard to explore options to further support safe, **smart and sustainable** road transport **operations** under an existing agency or

another body;

another body *in order to improve EU capacity on road safety management; highlights that this existing agency or body could, among others, oversee the safe rollout of automated vehicles through market surveillance, real-world testing and in-depth crash investigation;*

Or. en

Amendment 207

Lucia Vuolo, Massimo Casanova, Marco Campomenosi

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Is of the view that in order to properly implement the next steps in the EU road safety policy under the overarching Sustainable and Smart Mobility Strategy, some new capacities are needed in the field of road safety, in particular with respect to the coordination, monitoring and evaluation functions and technical support for the overall strategy; calls on the Commission *in this regard to explore options to further support safe road transport under an existing agency or another body;*

Amendment

22. Is of the view that in order to properly implement the next steps in the EU road safety policy under the overarching Sustainable and Smart Mobility Strategy, some new capacities are needed in the field of road safety, in particular with respect to the coordination, monitoring and evaluation functions and technical support for the overall strategy; calls on the Commission *to encourage greater cooperation between road agencies or authorities in the individual Member States by setting up public, common and compatible platforms for exchanging data, performance, updates and warnings, in order to further support safe road transport;*

Or. it

Amendment 208

Ilhan Kyuchyuk, Vlad Gheorghe, Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 22

Motion for a resolution

Amendment

22. Is of the view that in order to properly implement the next steps in the EU road safety policy under the overarching Sustainable and Smart Mobility Strategy, some new capacities are needed in the field of road safety, in particular with respect to the coordination, monitoring and evaluation functions and technical support for the overall strategy; calls on the Commission in this regard to explore options to further support safe road transport under an existing agency or *another body*;

22. Is of the view that in order to properly implement the next steps in the EU road safety policy under the overarching Sustainable and Smart Mobility Strategy, some new capacities are needed in the field of road safety, in particular with respect to the coordination, monitoring and evaluation functions and technical support for the overall strategy; calls on the Commission in this regard to explore options to further support safe road transport under an existing agency or *to consider establishing a European Road Safety Agency*;

Or. en

Amendment 209
Elena Kountoura

Motion for a resolution
Paragraph 22

Motion for a resolution

22. Is of the view that in order to properly implement the next steps in the EU road safety policy under the overarching Sustainable and Smart Mobility Strategy, some new capacities are needed in the field of road safety, in particular with respect to the coordination, monitoring and evaluation functions and technical support for the overall strategy; calls on the Commission in this regard to *explore options to further support safe road transport under an existing agency or another body*;

Amendment

22. Is of the view that in order to properly implement the next steps in the EU road safety policy under the overarching Sustainable and Smart Mobility Strategy, some new capacities are needed in the field of road safety, in particular with respect to the coordination, monitoring and evaluation functions and technical support for the overall strategy; calls on the Commission in this regard to *present a proposal for a European Road Transport Agency*;

Or. en

Amendment 210
Isabel García Muñoz, Vera Tax, Rovana Plumb, César Luena, Maria Grapini

Motion for a resolution
Paragraph 22 a (new)

Motion for a resolution

Amendment

22 a. *Notes that globally, each year, nearly 1.3 million people die as a result of a road traffic collision; further notes that 90% of road deaths occur in low-and middle-income countries, which claim less than half the world's registered vehicle fleet; highlights the EU is the biggest humanitarian aid donor worldwide and provides half of all international development aid; stresses, therefore, the responsibility of the EU to show leadership at global level and implement the Stockholm Declaration on Road Safety; urges the Commission and the Member States to participate in the annual UN road safety week in May 2021 on reducing speed; calls on the Commission and the Member States to ensure that EU road safety policy objectives applies to all external programming;*

Or. en

Amendment 211
Cláudia Monteiro de Aguiar

Motion for a resolution
Paragraph 22 a (new)

Motion for a resolution

Amendment

22a. *Calls on the Commission, working with the Member States, to take practical action in the Member States with higher road fatality rates and to prepare an action plan for them, sharing best practices;*

Or. pt