



2022/2023(INI)

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AMENDMENTS

1 - 344

Draft report

Andrey Novakov

(PE736.365v01-00)

The New EU Urban Mobility Framework
(2022/2023(INI))

Amendment 1
Markus Ferber

Motion for a resolution
Citation 1

Motion for a resolution

— having regard to the Treaty on the Functioning of the European Union (TFEU), in particular Title XVIII thereof,

Amendment

— having regard to the Treaty on the Functioning of the European Union (TFEU), in particular Title XVIII thereof *and especially Art. 5(3)*,

Or. en

Amendment 2
Ciarán Cuffe

Motion for a resolution
Citation 4 a (new)

Motion for a resolution

Amendment

— *having regard to its resolution of 28 November 2019 on the Climate and environmental emergency^{1a}*

1a

https://www.europarl.europa.eu/doceo/document/TA-9-2019-0078_EN.html

Or. en

Amendment 3
Andreas Schieder, Isabel García Muñoz, Rovana Plumb

Motion for a resolution
Citation 10 a (new)

Motion for a resolution

Amendment

— *having regard to the Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May*

2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;

Or. en

Amendment 4

Andreas Schieder, Rovana Plumb, Isabel García Muñoz

Motion for a resolution

Citation 10 b (new)

Motion for a resolution

Amendment

— ***having regard to Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016 amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail;***

Or. en

Amendment 5

Andreas Schieder, Rovana Plumb, Isabel García Muñoz

Motion for a resolution

Citation 10 c (new)

Motion for a resolution

Amendment

— ***having regard to the guidelines on the PSO (non-paper “Revised interpretative guidelines concerning Regulation (EC) No 1370/2007 on public passenger transport services by rail and by road”; Ref. Ares (2021) 7430531 – 02/12/2021);***

Or. en

Amendment 6

Andreas Schieder, Rovana Plumb, Isabel García Muñoz

Motion for a resolution

Citation 10 d (new)

Motion for a resolution

Amendment

— *having regard to a proposal of the European Commission for new guidelines for the development of the trans-European transport network COM (2021) 812, that is currently under negotiations;*

Or. en

Amendment 7

Andreas Schieder, Rovana Plumb, Isabel García Muñoz

Motion for a resolution

Citation 10 e (new)

Motion for a resolution

Amendment

— *having regard to Directive (EU) 2019/1161 of the European Parliament and of the Council of 20 June 2019 amending Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles;*

Or. en

Amendment 8

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Citation 16 a (new)

Motion for a resolution

Amendment

— *having regard to the UN New Urban Agenda, which reflects a long-term and shared vision on sustainable cities for all*

Amendment 9
Ciarán Cuffe

Motion for a resolution
Citation 16 a (new)

Motion for a resolution

Amendment

— *- having regard to the opinion of the Committee of the Regions on "The New Urban Mobility Framework" (CDR 952/2022)*

Amendment 10
Ciarán Cuffe

Motion for a resolution
Citation 16 b (new)

Motion for a resolution

Amendment

— *having regard to the recognised social partners in public transport, International Association of Public Transport (UITP) and European Transport Workers' Federation (ETF) Joint Statement for COP26^{1a};*

^{1a} *https://www.etf-europe.org/wp-content/uploads/2021/10/UITP-ETF-Joint-Statement_COP26.pdf*

Amendment 11
Sara Cerdas

Motion for a resolution
Citation 24 a (new)

Motion for a resolution

Amendment

— *having regard to the Commission communication of 3 May 2022 entitled ‘Putting people first, securing sustainable and inclusive growth, unlocking the potential of the EU’s outermost regions’ (COM(2022)198 final),*

Or. pt

Amendment 12

Andreas Schieder, Isabel García Muñoz, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution

Recital A

Motion for a resolution

A. whereas the Commission proposal on amending the Trans-European Transport Network (TEN-T) aims at building an EU-wide sustainable, effective and multimodal transport network, including the development of sustainable urban mobility plans for cities;

Amendment

A. whereas the Commission proposal on amending the Trans-European Transport Network (TEN-T) aims at building an EU-wide sustainable, effective, ***accessible*** and multimodal transport network, including the development of sustainable urban mobility plans for cities;

Or. en

Amendment 13

Isabel García Muñoz, Andreas Schieder

Motion for a resolution

Recital -A (new)

Motion for a resolution

Amendment

-A. Whereas the EU Urban Mobility Framework asserts that, "A clear priority should be placed at national and local level on the development of public transport, walking and cycling, as well as connected, shared mobility services."

Amendment 14
João Pimenta Lopes

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas mobility is a decisive and structural factor in the development of societies and the capacity to connect individuals, communities, productive and service sectors, and different regions and cultures, and in the promotion of territorial and social cohesion, economic dynamism, and environmental quality and balance;

Or. en

Amendment 15
Ciarán Cuffe

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas the European Environment Agency has cautioned that transport emissions increased between 2013 and 2019 and with the exception of a drop in 2020 due to lockdowns introduced in response to the Covid-19 pandemic, transport emissions are still projected to grow;

Or. en

Amendment 16
Andreas Schieder, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas 75% of total CO2 emissions takes place in cities, congestion costs millions of euros every year and more than 70% of EU citizens are still exposed to unhealthy levels of air pollution;

Or. en

Amendment 17
Ciarán Cuffe

Motion for a resolution
Recital A b (new)

Motion for a resolution

Amendment

Ab. whereas around 23% of EU's transport emissions come from urban areas; whereas 70% of the EU population live in cities today, yet this is projected to reach almost 84% in 2050; whereas modal shift from private cars to more sustainable modes like public transport has been very slow since 1996 with only a slight decrease in passenger cars' modal share from 73.2% to 71% between 1996 and 2016;

Or. en

Amendment 18
João Pimenta Lopes

Motion for a resolution
Recital A b (new)

Motion for a resolution

Amendment

Ab. whereas any urban mobility framework must focus on public interests, meeting people's needs and the economic and social development of Member States so that urban mobility is planned and integrated with the various branches of the economy, the land use planning and the minimisation of environmental impacts;

Or. en

Amendment 19

Andreas Schieder, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution

Recital A b (new)

Motion for a resolution

Amendment

Ab. whereas most transport starts or ends in metropolitan areas and the Green Deal targets - in particular reducing emissions in the transport sector by at least 90% - can only be achieved with cities;

Or. en

Amendment 20

Andreas Schieder, Isabel García Muñoz, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution

Recital A c (new)

Motion for a resolution

Amendment

Ac. whereas the transport sector is unattractive for employees, among other things due to the appalling working and break conditions, the non-transparent awarding of contracts via platforms, wage and social dumping and the lack of social security that might lead to a shortage of young people in the transport sector;

Amendment 21
João Pimenta Lopes

Motion for a resolution
Recital A c (new)

Motion for a resolution

Amendment

Ac. whereas the environmental consequences of urban mobility frameworks must be minimised in order to improve the quality of life of workers and the general public, ensuring sustainable urban mobility models in environmental and social terms;

Or. en

Amendment 22
João Pimenta Lopes

Motion for a resolution
Recital A d (new)

Motion for a resolution

Amendment

Ad. whereas deregulation, liberalisation and concentration in the transport sector, particularly in urban transport, combined with a lack of investment in local, regional and national public transport networks are adversely affecting services and infrastructure, with a significant impact on socioeconomic cohesion and the environment;

Or. en

Amendment 23
Andreas Schieder, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution
Recital A d (new)

Motion for a resolution

Amendment

Ad. *whereas public transport, as a service of general interest, does not serve to maximize profits, but rather to ensure affordable, nationwide mobility services for millions of EU citizens, which must be provided on fair and affordable terms for transport workers;*

Or. en

Amendment 24
João Pimenta Lopes

Motion for a resolution
Recital A e (new)

Motion for a resolution

Amendment

Ae. *whereas the transport sector in the EU employs around 10 million workers, some of whom have very precarious working conditions; whereas the social dimension of sustainability must be given the same priority as the environmental dimension, and workers' rights must be respected and job insecurity tackled as smart sustainability systems are developed and the sector is digitalised;*

Or. en

Amendment 25
Andreas Schieder

Motion for a resolution
Recital A e (new)

Motion for a resolution

Amendment

Ae. *whereas internal and direct*

awarding without tendering procedures in public transport is one of the most successful, efficient and effective models of transport management;

Or. en

Amendment 26
João Pimenta Lopes

Motion for a resolution
Recital A f (new)

Motion for a resolution

Amendment

Af. whereas staff shortages and job insecurity threaten the economic sustainability of the transport sector and consequently the urban mobility frameworks;

Or. en

Amendment 27
Andreas Schieder, Rovana Plumb

Motion for a resolution
Recital A f (new)

Motion for a resolution

Amendment

Af. whereas the organization of transport in the city depends on the interaction with the surroundings;

Or. en

Amendment 28
João Pimenta Lopes

Motion for a resolution
Recital A g (new)

Ag. *Whereas the formation of sustainable cities with more quality of life should be based on changing collective behaviour, on urban planning focused on reducing dependence on cars, promoting fewer and shorter trips, and encouraging public transport, as well as soft transport modalities as the main local means of mobility;*

Or. en

Amendment 29

Isabel García Muñoz, Marcos Ros Sempere, Andreas Schieder

Motion for a resolution

Recital B

Motion for a resolution

B. whereas the Horizon Europe Framework Programme will provide EUR 359.3 million over the period 2021-2023 for its mission on climate-neutral and smart cities, aiming to reach a total of 100 climate neutral cities in the EU by 2030¹¹ ;

¹¹ https://research-and-innovation.ec.europa.eu/funding/funding-opportunities/funding-programmes-and-open-calls/horizon-europe_en

Amendment

B. whereas the Horizon Europe Framework Programme will provide EUR 359.3 million over the period 2021-2023 for its mission on climate-neutral and smart cities, aiming to reach a total of 100 climate neutral cities in the EU by 2030¹¹ ; ***whereas the research and innovation actions proposed by the EC to achieve this objective will address, inter alia, green urban planning;***

¹¹ https://research-and-innovation.ec.europa.eu/funding/funding-opportunities/funding-programmes-and-open-calls/horizon-europe_en

Or. en

Amendment 30

Ciarán Cuffe

Motion for a resolution

Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas the total cost to society from transport amounts to an estimated €987 billion a year; whereas this figure can be broken down into environmental costs (44 %), accidents (29 %) and congestion costs (27 %); whereas private cars account for €565 billion of these costs but charges from taxes in terms of fuel and ownership, and tolls, cover just under half of these costs (€267 billion) signalling that the external costs from transport have yet to be fully internalised^{1a}; whereas these negative externalities disproportionately affect those on lower incomes;

^{1a} European Court of Auditors' special report No 6/2020 on sustainable urban mobility in the EU.

Or. en

**Amendment 31
Carlo Fidanza**

**Motion for a resolution
Recital C**

Motion for a resolution

Amendment

C. whereas congestion costs the EU around EUR 270 billion a year¹²;

deleted

¹² European Court of Auditors' special report No 6/2020 on sustainable urban mobility in the EU.

Or. it

Amendment 32
Ciarán Cuffe

Motion for a resolution
Recital C

Motion for a resolution

C. whereas congestion costs the EU around EUR 270 billion a year¹² ;

¹² European Court of Auditors' special report No 6/2020 on sustainable urban mobility in the EU.

Amendment

C. whereas congestion ***is one of the biggest challenges to urban mobility, which affects most Europeans and*** costs the EU around EUR 270 billion a year¹²; ***whereas this can not only reduce worker productivity by up to 30% but lowers the efficiency of the wider European transport network and contributes massively to air pollution; whereas the European Court of Auditors considers that the Urban Mobility Package has so far not achieved the necessary step-change in urban mobility patterns;***

¹² European Court of Auditors' special report No 6/2020 on sustainable urban mobility in the EU.

Or. en

Amendment 33
Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution
Recital C

Motion for a resolution

C. whereas congestion costs the EU around EUR 270 billion a year¹² ;

¹² European Court of Auditors' special report No 6/2020 on sustainable urban mobility in the EU.

Amendment

C. whereas congestion costs the EU around EUR 270 billion a year¹² ***and other effects such as air pollution, noise pollution and urban heat island effects result in a reduced quality of life in cities;***

¹² European Court of Auditors' special report No 6/2020 on sustainable urban mobility in the EU.

Amendment 34
Ciarán Cuffe, Karima Delli

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

Ca. whereas the vast bulk of energy used in a car is being used to move the car itself rather than the passengers, which represents an inefficient use of energy, especially compared to other transport modes such as active mobility, micro-mobility, or public transport; whereas the trend of increasing car volumes and sizes further lowers efficiency, while at the same time occupying even more public space and contributing to more congestion; whereas the International Energy Agency estimates that the increase in SUVs in 2020 cancelled out the reduction in oil consumption brought about by Covid-19 restrictions^{1a};

1a

<https://www.iea.org/commentaries/carbon-emissions-fell-across-all-sectors-in-2020-except-for-one-suvs>

Or. en

Amendment 35
Ciarán Cuffe

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

Ca. whereas the past months have seen an unprecedented increase in oil prices, whose evolution is uncertain; whereas it

is of utmost importance to reduce the consumption of fossil fuels; whereas speed reduction is an effective measure to achieve so, according to the International Energy Agency;

Or. en

Amendment 36

Isabel García Muñoz, Marcos Ros Sempere, Andreas Schieder

Motion for a resolution

Recital C a (new)

Motion for a resolution

Amendment

Ca. Whereas urban design directly conditions urban mobility and must incorporate it as another variable in the process of building cities;

Or. en

Amendment 37

Ciarán Cuffe, Karima Delli, Tilly Metz

Motion for a resolution

Recital C b (new)

Motion for a resolution

Amendment

Cb. whereas the current energy crisis is also impacting mobility in urban areas; whereas rising energy prices means that public transport operators face higher operational costs; whereas on the other hand it is essential to further decrease public transport ticket prices, without excluding free transport in certain cases, in order to foster an increased uptake thereof and avoid mobility poverty;

Or. en

Amendment 38
Ciarán Cuffe, Karima Delli

Motion for a resolution
Recital C c (new)

Motion for a resolution

Amendment

Cc. whereas public transport employs 2 million people in local, secure jobs in communities across the EU. It offers a range of career paths and employment opportunities with staff coming from many different backgrounds; whereas during the pandemic, a significant proportion of these staff had to be furloughed and many decided to leave the sector, particularly in Member States with low social security benefits and weak collective bargaining coverage;

Or. en

Amendment 39
Ciarán Cuffe, Karima Delli

Motion for a resolution
Recital C d (new)

Motion for a resolution

Amendment

Cd. whereas a labour shortage in public transport has recently resulted in a reduction of transport services including the cancellation of night and weekend services, and the cutting of routes; whereas this has a negative impact on inclusive mobility, threatening social cohesion and access to jobs, education and health care for the most vulnerable who rely solely on public transport for mobility; whereas mobility poverty is growing across the Union;

Or. en

Amendment 40
Ciarán Cuffe

Motion for a resolution
Recital C e (new)

Motion for a resolution

Amendment

Ce. whereas according to the "Handbook of external costs of transport" study by the Commission, the current model focused on the ownership of private cars has an estimated average yearly cost of around 1.500 euro per citizen of public money; whereas this represents a large amount of taxpayers money which could be significantly re-directed towards further funding public transport and active mobility infrastructure;

Or. en

Amendment 41
Ciarán Cuffe

Motion for a resolution
Recital D

Motion for a resolution

Amendment

D. whereas city freight transport and logistics are essential to the functioning of urban economies;

D. whereas city freight transport and logistics are essential to the functioning of urban economies; *whereas the increase in its volumes requires the deployment of sustainable urban logistic plans, with zero-emission last-mile trips as a crucial element therein;*

Or. en

Amendment 42
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Recital D

Motion for a resolution

D. whereas city freight transport and logistics are essential to the functioning of urban economies;

Amendment

D. whereas ***the efficient movement of people, services and goods, including*** city freight transport and logistics are essential to the functioning of urban economies;

Or. en

Amendment 43
Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution
Recital D

Motion for a resolution

D. whereas city freight transport and logistics are essential to the functioning of urban economies;

Amendment

D. whereas city freight transport and logistics are essential to the functioning of urban economies ***and innovative solutions and best practices are being observed across EU cities;***

Or. en

Amendment 44
Isabel García Muñoz, Andreas Schieder

Motion for a resolution
Recital D a (new)

Motion for a resolution

Amendment

Da. whereas the United Nations General Assembly unanimously adopted a resolution in march 2022 urging Member States "to integrate the bicycle into public transportation ... and promote the use of bicycles by people and businesses to increase bicycle trips, which in turn contributes to the achievement of sustainable development, including the

reduction of greenhouse gas emissions.^{1a}

^{1a} A/RES/76/255 "Integration of mainstream bicycling into public transportation systems for sustainable development : resolution", March 2022

Or. en

Amendment 45

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Recital D a (new)

Motion for a resolution

Amendment

Da. whereas coach travel represents 40% of the EU collective road transport activity;

Or. en

Amendment 46

Isabel García Muñoz, Marcos Ros Sempere, Andreas Schieder

Motion for a resolution

Recital D b (new)

Motion for a resolution

Amendment

Db. Whereas the revision of the EPBD is closely related to the traffic flow in cities as it provides charging points for electric vehicles, for micro-mobility, for chargers and provision of space for bicycles in buildings;

Or. en

Amendment 47

Ciarán Cuffe, Karima Delli

Motion for a resolution

Recital E

Motion for a resolution

E. whereas COVID-19 has exacerbated the challenges being faced by urban mobility systems, but has also served as a catalyst to make them more resilient, smarter, safer, more sustainable and accessible;

Amendment

E. whereas COVID-19 has exacerbated the challenges being faced by urban mobility systems, but has also served as a catalyst to make them more resilient, smarter, safer, more sustainable and accessible; ***whereas many Member States and local authorities introduced measures to facilitate social distancing that favoured active mobility, such as a widespread network of safe and segregated cycling lanes, which improved liveability by reducing air and noise pollution, and a public realm less dominated by private cars; whereas these measures should be either reintroduced, further expanded and/or made permanent;***

Or. en

Amendment 48

Isabel García Muñoz, Andreas Schieder

Motion for a resolution

Recital E

Motion for a resolution

E. whereas COVID-19 has exacerbated the challenges being faced by urban mobility systems, but has also served as a catalyst to make them more resilient, smarter, safer, more sustainable and accessible;

Amendment

E. whereas COVID-19 has exacerbated the challenges being faced by urban mobility systems, but has also served as a catalyst to make them more resilient, smarter, safer, more sustainable and accessible; ***especially with numerous cities across Europe accelerating the implementation of their mobility plans during the pandemic, leading to a high increase in walking and cycling and implementation of new kilometres of cycling infrastructure;***

Amendment 49
Ciarán Cuffe, Tilly Metz, Karima Delli

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

Ea. whereas a modal shift to more cycling and walking must be seen as a crucial tool to overcome the problems that are associated with urban areas, having a proven ability to improve air quality, reduce congestion, cut greenhouse gas emissions, improve individual health and make roads safer, where good walking and cycling infrastructure exists;

Or. en

Amendment 50
Carlo Fidanza

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

Ea. whereas rail stations may represent key drivers to ensure increase sustainability of the urban environment whereas integrated in mobility hubs and multimodal mobility facilities, such as sharing mobility hot spots, bike-sharing, and smart infrastructure for e-cars, e-bikes charging points;

Or. en

Amendment 51
Carlo Fidanza

Motion for a resolution
Recital E b (new)

Motion for a resolution

Amendment

Eb. whereas effective multimodal solutions in public transport, including rail, public transport and active mobility, accompanied by the necessary infrastructure, may contribute a decisive upgrade to the quality and effectiveness of investments in local, urban and peri-urban environment, while ensuring an overall benefit on the quality of life of the citizens;

Or. en

Amendment 52
Ciarán Cuffe, Karima Delli

Motion for a resolution
Recital E b (new)

Motion for a resolution

Amendment

Eb. whereas half of the trips by car are for journeys of less than 5 km, and otherwise they are parked 95% of the time on average; whereas 60% of the public realm is devoted to private cars; whereas a more rational usage of both resources is needed;

Or. en

Amendment 53
Ciarán Cuffe

Motion for a resolution
Recital E c (new)

Motion for a resolution

Amendment

Ec. whereas traffic calming measures, combined with tactical urbanism have proven successful in an increasing number of European cities; whereas this has improved the safety and liveability of the concerned areas and improved the performance of active mobility and public transport, making those modes more attractive; whereas modern urban planning concepts such as the “15-minutes city” allow independence from private car in the daily life within urban areas;

Or. en

Amendment 54
Carlo Fidanza

Motion for a resolution
Recital E c (new)

Motion for a resolution

Amendment

Ec. whereas improved multimodal mobility and smart infrastructure facilities, including rail, car-sharing solutions, and smart mobility infrastructure may contribute decisive benefits to tourism and infrastructures for hospitality and accommodation in the urban environment;

Or. en

Amendment 55
Ciarán Cuffe, Tilly Metz

Motion for a resolution
Recital E d (new)

Motion for a resolution

Amendment

Ed. whereas studies have shown that men tend to prefer travelling by private

car, and women are more likely to choose alternatives to cars where available, tend to include more stops in the trips, to prefer walking or public transport^{1a}; whereas many cities in the EU today have been largely designed by men and to accommodate cars; whereas there is a link between social status, wealth and ideas of masculinity and car ownership which needs to be broken in order to further promote modal shift;

1a

<https://www.vinnova.se/nyheter/2020/02/minskade-utslapp-om-alla-reser-som-kvinnor/>

Or. en

Amendment 56

Ciarán Cuffe, Tilly Metz, Karima Delli

Motion for a resolution

Recital F

Motion for a resolution

F. whereas every year around 22 700 people still lose their lives on the EU's roads and around 120 000 are seriously injured; whereas 38 % of road fatalities in the EU occur in urban areas, and vulnerable road users such as pedestrians and cyclists account for 70 % of deaths;

Amendment

F. whereas every year around 22 700 people still lose their lives on the EU's roads and around 120 000 are seriously injured; whereas 38 % of road fatalities in the EU occur in urban areas, and vulnerable road users such as pedestrians and cyclists account for 70 % of deaths; ***whereas progress in reducing these figures has stagnated in recent years and the EU's target of halving the number of road deaths between 2010 and 2020 was not met;***

Or. en

Amendment 57

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara

Thaler

Motion for a resolution

Recital F

Motion for a resolution

F. whereas every year around 22 700 people still lose their lives on the EU's roads and around 120 000 are seriously injured; whereas 38 % of road fatalities in the EU occur in urban areas, and vulnerable road users such as pedestrians **and** cyclists account for 70 % of deaths;

Amendment

F. whereas every year around 22 700 people still lose their lives on the EU's roads and around 120 000 are seriously injured; whereas 38 % of road fatalities in the EU occur in urban areas, and vulnerable road users such as pedestrians, cyclists **and motorcyclist** account for 70 % of deaths;

Or. en

Amendment 58

Ciarán Cuffe, Karima Delli

Motion for a resolution

Recital F a (new)

Motion for a resolution

Amendment

Fa. whereas the European Environmental Agency (EEA) estimates that in 2018 long-term exposure to particulate matter with a diameter of 2.5 µm or less (PM 2.5) in Europe was responsible for approximately 417 000 premature deaths, of which around 379000 were in the EU-28; whereas EU thresholds are well above WHO guidelines for most pollutants, with special concern regarding the lack of a daily limit for PM2.5; whereas like Covid-19, this represents a public health emergency that requires immediate action^{1a};

1a

<https://www.eea.europa.eu/highlights/marked-improvement-in-europes-air>

Amendment 59

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Recital F a (new)

Motion for a resolution

Amendment

Fa. whereas micro-mobility encompasses electrically and non-electrically powered personal mobility devices such as bikes, e-bikes, electric scooters, hoverboards, monowheels and others;

Amendment 60

Isabel García Muñoz, Marcos Ros Sempere, Andreas Schieder

Motion for a resolution

Recital F a (new)

Motion for a resolution

Amendment

Fa. whereas to achieve sustainable urban mobility it is vital to incorporate a vision that puts public transport, pedestrians and cycling at the centre;

Amendment 61

Ciarán Cuffe, Karima Delli

Motion for a resolution

Recital F b (new)

Motion for a resolution

Amendment

Fb. whereas more than half a million deaths each year in the EU can be attributed to a higher than ideal body mass index (BMI) and almost 60% of EU adults had high BMI in 2016; whereas 19-29% of the adult population across different Member States is affected by obesity; whereas Member States spend almost 7 percent of their budgets treating health conditions related to obesity including diabetes, cardiovascular diseases and cancer; whereas costs related to obesity amount to €70 billion^{1a}; whereas active mobility contributes to tackling these health issues and could play an even greater role with EU support;

1a

<https://ec.europa.eu/jrc/en/news/worldobesity-day-23-adults-eu-live-obesityanother-36-pre-obesity-silent-health-crisis>

Or. en

Amendment 62

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Recital F b (new)

Motion for a resolution

Amendment

Fb. whereas the Commission published the dedicated SUMP Topic Guide focusing on road safety and micro-mobility in the SUMP planning and implementation process;

Or. en

Amendment 63

Ciarán Cuffe, Karima Delli

Motion for a resolution
Recital G

Motion for a resolution

G. whereas ***the rules and requirements*** regarding active mobility, new forms of mobility and micro-mobility are still underdeveloped or vary between Member States;

Amendment

G. whereas ***safe speed management, road infrastructure standards and guidance*** regarding active mobility, new forms of ***zero-emission*** mobility and micro-mobility are still underdeveloped or vary between Member States;

Or. en

Amendment 64
Vlad Gheorghe, Jan-Christoph Oetjen

Motion for a resolution
Recital G

Motion for a resolution

G. whereas the rules and requirements regarding active mobility, new forms of mobility and micro-mobility are still underdeveloped or vary between Member States;

Amendment

G. whereas the rules and requirements regarding active mobility, new forms of mobility and micro-mobility are still underdeveloped or vary between Member States; ; ***whereas active mobility does not only represent transport of people or goods based on human physical activity but also includes transport of people or goods that is powered by a combination of an electric motor and human power, such as e-bikes;***

Or. en

Amendment 65
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Recital G

Motion for a resolution

G. whereas the rules and requirements regarding active mobility, new forms of mobility and micro-mobility are still underdeveloped or vary between Member States;

Amendment

G. whereas the rules and requirements regarding active mobility, new forms of mobility and micro-mobility are still underdeveloped or vary between Member States, ***which has a significant impact on citizens' safety and further leads to missed opportunities for users in different Member States and uncertainty for operators;***

Or. en

Amendment 66
Carlo Fidanza

Motion for a resolution
Recital G

Motion for a resolution

G. whereas the rules and requirements regarding active mobility, new forms of mobility and micro-mobility are still underdeveloped or vary between Member States;

Amendment

G. whereas the rules and requirements regarding active mobility, new forms of mobility and micro-mobility are still underdeveloped or vary between Member States ***and do not provide for mandatory insurance schemes;***

Or. it

Amendment 67
Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution
Recital G

Motion for a resolution

G. whereas the rules and requirements regarding active mobility, new forms of mobility and micro-mobility are still underdeveloped or vary between Member States;

Amendment

G. whereas the ***level of ambition, policy choices,*** rules and requirements regarding active mobility, new forms of mobility and micro-mobility are still underdeveloped or vary between Member States;

Amendment 68
Ciarán Cuffe, Tilly Metz

Motion for a resolution
Recital G a (new)

Motion for a resolution

Amendment

Ga. whereas an increase in the number of lightweight powered vehicles and Suburban Utility Vehicles (SUVs) of increased mass and size gives rise to conflict in the sharing of limited road-space, and increased danger posed to vulnerable road users; recognises the need for speed limitations for vehicles and dedicated training for drivers in line with a Vision Zero approach to ensure the safety of vulnerable road users, and notes that heavy vehicles cause accidents of greater severity and more fatalities;

Amendment 69
Isabel García Muñoz, Marcos Ros Sempere, Andreas Schieder

Motion for a resolution
Recital G a (new)

Motion for a resolution

Amendment

Ga. whereas a comprehensive plan for climate neutrality in sectors such as energy, buildings, waste management and transport, together with corresponding investment plans, should be included in the City Climate Contracts;

Amendment 70
Ciarán Cuffe

Motion for a resolution
Recital H

Motion for a resolution

H. whereas the number of accidents involving *electric scooters and other new forms of urban mobility has increased over the past two years*;

Amendment

H. whereas the number of accidents involving *motorised transport are significantly overrepresented in fatal crashes across all road-user groups although, with vulnerable road users those still at greatest risk amongst the victims*;

Or. en

Amendment 71
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Recital H

Motion for a resolution

H. whereas the number of accidents involving *electric scooters and other new forms of urban mobility has increased over the past two years*;

Amendment

H. whereas the number of accidents involving new forms of *micro-mobility such as electrically powered personal mobility devices* has increased over the past two years;

Or. en

Amendment 72
Carlo Fidanza

Motion for a resolution
Recital H

Motion for a resolution

H. whereas the number of accidents involving electric scooters and other new

Amendment

H. whereas the number of accidents involving electric scooters and other new

forms of urban mobility has increased over the past two years;

forms of urban mobility has increased in the last two years, ***and whereas their use in the form of unregimented sharing of thoroughfares often hinders vehicle and pedestrian traffic and vitiates urban living.***

Or. it

Amendment 73
Vlad Gheorghe, Jan-Christoph Oetjen

Motion for a resolution
Recital H a (new)

Motion for a resolution

Amendment

Ha. whereas the road safety objectives have only got limited improvements in the EU over the past years; whereas additional efforts on the level of the EU and on the national level are needed to achieve the EU's goal enshrined in Vision Zero objectives;

Or. en

Amendment 74
Ciarán Cuffe

Motion for a resolution
Recital I

Motion for a resolution

Amendment

I. whereas consumer e-commerce deliveries grew by 25 % in 2020 as a consequence of the pandemic, and the increase in 'last-mile' deliveries is likely to persist¹³ ;

I. whereas consumer e-commerce deliveries grew by 25 % in 2020 as a consequence of the pandemic, and the increase in 'last-mile' deliveries is likely to persist¹³, ***including an increased impact on transport in urban areas;***

¹³ COM (2021)0811, chapter 2.6, paragraph 46.

¹³ COM (2021)0811, chapter 2.6, paragraph 46.

Amendment 75

Andreas Schieder, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution

Recital I

Motion for a resolution

I. whereas consumer e-commerce deliveries grew by 25 % in 2020 as a consequence of the pandemic, and the increase in ‘last-mile’ deliveries is likely to persist¹³ ;

¹³ COM (2021)0811, chapter 2.6, paragraph 46.

Amendment

I. whereas consumer e-commerce deliveries grew by 25 % in 2020 as a consequence of the pandemic, and the increase in ‘last-mile’ deliveries ***and its impact in urban areas*** is likely to persist¹³;

¹³ COM (2021)0811, chapter 2.6, paragraph 46.

Amendment 76

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Recital I a (new)

Motion for a resolution

Amendment

Ia. whereas focus on urban transport policies should shift from simply providing mobility to ensuring accessibility to the service, giving greater priority to affordable access for all, regardless their income, age, health situation or location (i.e., urban vs peri-urban/rural);

Amendment 77

Ciarán Cuffe, Karima Delli

Motion for a resolution
Recital J

Motion for a resolution

J. whereas urban accessibility **plays a vital role in enabling** groups with special needs, such as persons with disabilities and reduced mobility, the elderly or people accompanying children to fully exercise their right to mobility, study and work;

Amendment

J. whereas urban accessibility **should fully enable** groups with special needs, such as persons with disabilities and reduced mobility, the elderly, **children** or people accompanying children to fully exercise their right to mobility, study, **play** and work;

Or. en

Amendment 78
Carlo Fidanza

Motion for a resolution
Recital J a (new)

Motion for a resolution

Amendment

Ja. L (new). whereas mobility is key and indispensable for social inclusion, enabling people to enter into and stay in contact with each other, making them an integral part of the communities to which they belong;

Or. it

Amendment 79
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Recital J a (new)

Motion for a resolution

Amendment

Ja. whereas artificial intelligence (AI) in urban mobility has a high potential in increasing safety, security and efficiency,

improving inclusion of vulnerable groups, reducing traffic congestion, decreasing air and noise pollution, reducing costs and decarbonising the transport sector;

Or. en

Amendment 80
Markus Ferber

Motion for a resolution
Recital J a (new)

Motion for a resolution

Amendment

Ja. whereas subsidiarity and proportionality are key principles that govern the exercise of the EU's competences and should thus be respected at all times and in all EU policy areas;

Or. en

Amendment 81
Vlad Gheorghe, Jan-Christoph Oetjen

Motion for a resolution
Recital J a (new)

Motion for a resolution

Amendment

Ja. whereas there is an urgent investment need to support safe infrastructure for cycling and micro-mobility to further promote clean mobility modes;

Or. en

Amendment 82
Carlo Fidanza

Motion for a resolution

Recital J b (new)

Motion for a resolution

Amendment

Jb. M. (new) whereas clustering in large urban centres can lead to poor mobility and transport in smaller centres, which often remain unconnected and therefore even more exposed to depopulation, creating a vicious circle that leads inexorably to their abandonment;

Or. it

Amendment 83

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Recital J b (new)

Motion for a resolution

Amendment

Jb. whereas on-demand mobility services offer the potential to complement traditional collective transport services;

Or. en

Amendment 84

Carlo Fidanza

Motion for a resolution

Recital J c (new)

Motion for a resolution

Amendment

Jc. N (new). whereas mobility and transport should draw people both in and out of areas, to enable the use and development, including for tourism, of a tourist or economic area that centres around one or more major cities;

Amendment 85

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Subheading 1

Motion for a resolution

Strengthening the urban mobility framework

Amendment

Strengthening the urban mobility framework: *A new page in EU's urban road safety, accessibility and security*

Or. en

Amendment 86

João Pimenta Lopes

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by *smart, competitive, more sustainable and multimodal transport solutions*;

Amendment

1. *Highlights that urban mobility is crucial to people's quality of life, the functioning of the economy and the reduction of human impacts on the environment*; Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by *investments in accessible, intermodal and environmentally sustainable collective public transport systems, which are the key to changing the current mobility pattern and achieving a climate-neutral, digitalised and efficient transport sector*;

Or. en

Amendment 87

Ciarán Cuffe, Tilly Metz, Karima Delli

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by smart, **competitive, more** sustainable and multimodal transport solutions;

Amendment

1. Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by smart, sustainable, **active** and multimodal transport solutions **that prioritise the public good; strongly believes that a modal shift to public transport, active mobility, and shared mobility solutions, such as public bicycles, must be the first priority in any urban mobility transport framework in order to ensure safe, affordable, accessible and sustainable mobility for all; stresses that such an approach is the most cost-effective approach for society given the massive negative externalities of the current transport system;**

Or. en

Amendment 88

Lucia Vuolo

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by smart, competitive, more sustainable **and** multimodal transport solutions;

Amendment

1. Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by smart, competitive, more sustainable, multimodal transport solutions **and invest in training regional and local authorities on the mechanisms and opportunities provided by the EU in the transport sector with a view to**

streamlining and simplifying the funding landscape and creating more opportunities;

Or. it

Amendment 89

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by smart, competitive, more sustainable and multimodal transport solutions;

Amendment

1. Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by smart, ***inclusive, healthy, affordable***, competitive, more sustainable and multimodal transport solutions ***that improve liveability and result in cities with higher levels of happiness***;

Or. en

Amendment 90

Carlo Fidanza

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by smart, competitive, more sustainable and multimodal transport solutions;

Amendment

1. Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by smart, competitive, more sustainable and multimodal ***public*** transport solutions, ***including rails, sustainable bus and coaches, car-sharing solutions, and bike-sharing***;

Or. en

Amendment 91

Andreas Schieder, Isabel García Muñoz, Rovana Plumb

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by smart, competitive, more sustainable and multimodal transport solutions;

Amendment

1. Points out that in order to meet its ambitious economic, environmental, digital, health and societal objectives, urban mobility in the EU needs to be guided by smart, competitive, more sustainable, *seamless* and multimodal transport solutions;

Or. en

Amendment 92

Ciarán Cuffe

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Underlines that a massive modal shift towards public transport and active mobility, as well as rail for longer distances, is the most effective way to achieve climate neutrality in urban and peri-urban mobility; considers that the involvement and participation of citizens at local, regional, national and European level in the design of SUMP is essential to best respond to this challenge to secure the necessary support amongst the public, by bringing all stakeholders together in planning a high-quality service that meets the needs and expectations of all;

Or. en

Amendment 93

Andreas Schieder, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Is convinced that cities should be provided with significantly more financial EU funds to improve and strengthen public transport, pedestrian and bicycle traffic; calls therefore for exemptions for public investment concerning the Maastricht criteria on public debt, especially in the field of rail and public transport;

Or. en

Amendment 94

João Pimenta Lopes

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Considers that achieving sustainable urban mobility frameworks, focused on a further reduction in transport emissions, requires the mass transition of users from private and individual transport to collective public transport, by directing public investment at public services, instead of promoting individual mobility;

Or. en

Amendment 95

Carlo Fidanza

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. 1.b (new) Calls for the TEN-T network to include multimodal interconnections between airports, vertiports and infrastructure of other transport modes, and between airports, vertiports and urban nodes, including Urban Air Mobility Solutions.

Or. en

Amendment 96

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Highlights that citizens are willing to switch to smart and sustainable modes of transport in particular in their daily mobility, with the main condition for switching being the cost, availability and speed;

Or. en

Amendment 97

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Stresses the social dimension, in which fair and safe working conditions of transport workers need to be taken into account when drafting, implementing and assessing SUMPs.

Amendment 98

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 1 b (new)

Motion for a resolution

Amendment

1b. All new measures shall be based on the results of comprehensive impact assessment taking into account economic, social and environmental consequences as well diverse mobility needs of users;

Or. en

Amendment 99

Andreas Schieder, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution

Paragraph 1 b (new)

Motion for a resolution

Amendment

1b. Calls on EU countries to develop urban transport systems that are safe, accessible, inclusive, affordable, smart, resilient and emission-free;

Or. en

Amendment 100

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 1 c (new)

Motion for a resolution

Amendment

1c. Stresses the need to address the problem of transport and mobility poverty,

as it affects the daily lives of millions of people around the world; Calls on the Commission and the Member States to tackle inequalities in access to public transport networks and to support smaller cities and peri-urban areas in order to ensure that these areas are connected; emphasises the need for a multimodal and integrated approach to combat mobility exclusion and to ensure equal access to urban centres;

Or. en

Amendment 101

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

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

Motion for a resolution

Amendment

1c. The assessment of environmental performance of different urban transport solutions shall be based on life-cycle emissions;

Or. en

Amendment 102

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

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

Motion for a resolution

Amendment

1d. Stresses that public transport, including the suburbs, as the backbone of urban mobility needs to be enforced in terms of capacity increase, geographical coverage, frequencies and affordability; Points out that public transport systems have to be accessible for all citizens,

especially taking into account the needs of persons with disabilities; Believes that optimisation of public transport depends on the cooperation between local authorities, transport companies and representatives of passengers and employees;

Or. en

Amendment 103
Andreas Schieder, Rovana Plumb

Motion for a resolution
Paragraph 1 e (new)

Motion for a resolution

Amendment

1e. Is convinced that publicly owned transport companies will play the leading role in the organisation of transport;

Or. en

Amendment 104
Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution
Paragraph 1 f (new)

Motion for a resolution

Amendment

1f. Supports all efforts to make cities more accessible and calls on Member States to take swift and ambitious action to make cities more inclusive;

Or. en

Amendment 105
Andreas Schieder, Isabel García Muñoz, Rovana Plumb

Motion for a resolution

Paragraph 1 g (new)

Motion for a resolution

Amendment

1g. Underlines the importance of local transport, as 93% of rail passenger's travel on regional lines;

Or. en

Amendment 106

Ciarán Cuffe, Karima Delli

Motion for a resolution

Paragraph 2

Motion for a resolution

Amendment

2. Stresses that all modes of transport have their role to play and that the modal shift cannot simply be imposed upon people but must be supported by people; *deleted*

Or. en

Amendment 107

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 2

Motion for a resolution

Amendment

2. Stresses that all modes of transport have their role to play and that the modal shift cannot simply be imposed upon people but must be supported by people; **2. Underlines that modal shift is necessary if the EU wants to reach its target of climate neutrality by 2050 and that this also needs the support of citizens;**

Or. en

Amendment 108

Ciarán Cuffe, Karima Delli

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Stresses that ***all*** modes of transport ***have their role to play*** and that ***the modal shift cannot simply be imposed upon people but must be supported by people***;

Amendment

2. Stresses that ***different*** modes of transport ***bring different benefits and costs*** and that ***a sustainable mobility plan must consider all modes, but give clear priority for those modes with the greatest benefit to society, namely sustainable and active modes, such as walking, cycling and public transport, which have a proven capability to improve mobility, road safety and liveability in urban areas and contribute to the achievement of EU's social, economic, climate and environmental goals***;

Or. en

Amendment 109
Ciarán Cuffe, Karima Delli

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Stresses that ***all modes of transport have their role to play and that the modal shift cannot simply be imposed upon people but must be supported by people***;

Amendment

2. Stresses that modal shift ***towards greener options and active mobility will be supported by people provided it offers door-to-door solutions; highlights that a majority of respondents (59%) are ready to move away from cars to more environmentally friendly forms of transport for their daily mobility, according to the Special Eurobarometer 495 on Transport and Mobility, published in July 2020***;

Or. en

Amendment 110
Isabel García Muñoz, Andreas Schieder

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Stresses that all modes of transport **have their role to play and that the modal shift cannot simply be imposed upon people but must be supported by people**;

Amendment

2. Stresses that **a sustainable mobility plan must take into account** all modes of transport, **including sustainable active modes such as walking and cycling and public transportation, that have a proven capability to improve mobility in urban areas and contribute to the achievement of EU climate goals**;

Or. en

Amendment 111
João Pimenta Lopes

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Stresses that all modes of transport have **their role to play** and that the modal shift **cannot simply be imposed upon people but must be supported by people**;

Amendment

2. Stresses that all modes of transport have **different impacts on the day life of people living in urban areas** and that the modal shift **to public, more active and less polluting modes shall be promoted**;

Or. en

Amendment 112
Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Stresses that all modes of transport have their role to play **and that the modal shift cannot simply be imposed upon people but must be supported by people**;

Amendment

2. Stresses that all modes of transport have their role to play **to attain a widely supported modal shift, in particular more effort is needed to raise awareness and**

encourage city dwellers to use public transport as well as active transport modes such as walking and cycling;

Or. en

Amendment 113
Markus Ferber

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Stresses that all modes of transport have their role to play *and that* the modal shift cannot simply be imposed upon people *but must be* supported by people;

Amendment

2. Stresses that all modes of transport have their role to play *in transforming urban mobility, including through* the modal shift, *which* cannot simply be imposed upon people *and regions; stresses that in this context, solutions need to be found that are* supported by people *and regional authorities, the principle of subsidiarity forming the baseline for evaluation of further EU action;*

Or. en

Amendment 114
Andreas Schieder, Isabel García Muñoz

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Stresses that all modes of transport have *their* role to play and that *the* modal shift cannot simply be imposed *upon* people but must be supported by people;

Amendment

2. Stresses that all modes of transport have *a* role to play and that modal shift cannot simply be imposed *on* people, but must be supported by people; *Underlines that the EU must raise awareness of the importance of modal shift through campaigns, car-free days and discounted fares on specific occasions in order to gain people's support;*

Amendment 115
Roman Haider, Georg Mayer

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Stresses that all modes of transport have their role to play and that the modal shift cannot simply be imposed upon people but must be supported by people;

Amendment

2. Stresses that all modes of transport have their role to play and that the modal shift cannot simply be imposed upon people but must be supported by people ***and be adapted to individual and geographical needs;***

Amendment 116
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Stresses that all modes of transport have their role to play and that the modal shift cannot simply be imposed upon people but must be supported by people;

Amendment

2. Stresses that all modes of transport have their role to play and that the modal shift cannot simply be imposed upon people but must be supported by people; ***highlighting in this regard that all users (from urban, peri-urban and rural areas) should be equally important in the process of urban transport planning***

Amendment 117
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. *Highlights that authorities should place transport users from urban, peri-urban and rural areas at the centre of their mobility and transport vision and practice. Transport plans should therefore acknowledge that mobility needs and users' individual circumstances and preferences are not homogenous. Therefore, a differentiated variety of smart and sustainable mobility options is needed, instead of a one-size-fits-all solution.*

Or. en

Amendment 118
Carlo Fidanza

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. *2.b (new) welcomes the work being undertaken by EASA in the framework of Vertiports whose development is key for the development of Urban Air Mobility services and calls for the activities of the Commission's expert group on Urban Mobility to also address matters related to Urban Air Mobility*

Or. en

Amendment 119
Andreas Schieder, Rovana Plumb

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Calls on the European Commission to strengthen in-house and direct awarding as effective and efficient models;

Or. en

Amendment 120
Andreas Schieder, Rovana Plumb

Motion for a resolution
Paragraph 2 b (new)

Motion for a resolution

Amendment

2b. Rejects the reinterpretation of the PSO Regulation by the draft PSO guidelines put forward by the EC for discussion, as these "revised guidelines" contradict the wording and spirit of the democratically adopted text of the Regulation and thus represent an undemocratic attempt of the EC to implement its original ideology of the draft Regulation "through the back door";

Or. en

Amendment 121
Carlo Fidanza

Motion for a resolution
Paragraph 2 b (new)

Motion for a resolution

Amendment

2b. Underlines that urban investment planning should be adapted to exploit space intensive facilities, such as those connected to rail and public road transport, while ensuring full integration with multimodal smart infrastructures,

and smart-mobility hotspots, while ensuring flexibility and multimodal solutions to all users;

Or. en

Amendment 122

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 2 c (new)

Motion for a resolution

Amendment

2c. Stresses the need to set mandatory social standards for workers in passenger and freight transport and to take further measures to end wage and social dumping to make urban transport jobs more attractive;

Or. en

Amendment 123

Andreas Schieder, Isabel García Muñoz, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution

Paragraph 2 d (new)

Motion for a resolution

Amendment

2d. Stresses the need for safe, free, modern break and recreation rooms (cooling, heating, hygiene) and supply facilities for transport workers;

Or. en

Amendment 124

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Calls for **support for the use of zero- and low-carbon private mobility, complemented by** efficient and affordable collective transport services and **other** modes of transport **that bring various options to the market, in order to boost competition and thereby provide better and more valuable solutions for citizens;**

Amendment

3. Calls for **the development of an efficient urban mobility system in Europe, that is coordinated by local public transport authorities, based on** efficient, **accessible** and affordable collective transport services and **complemented by active** modes of transport **and new mobility services;**

Or. en

Amendment 125

Ciarán Cuffe

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Calls for **support for the use of zero- and low-carbon** private mobility, **complemented by** efficient and affordable **collective** transport services **and** other modes of transport that bring various options **to the market**, in order to **boost competition and thereby** provide better and more valuable solutions for citizens;

Amendment

3. Calls for **measures minimising the volume of** private mobility, **including further deploying a reliable and punctual network of** efficient, **comfortable** and affordable **public** transport services **with enough frequency, complemented by** other **active and zero-emission** modes of transport that bring various **flexible** options, **coordinated by local public transport authorities**, in order to provide better and more valuable solutions for citizens;

Or. en

Amendment 126

Ciarán Cuffe, Karima Delli

Motion for a resolution

Paragraph 3

Motion for a resolution

Amendment

3. Calls for support *for* the use of zero- and low-carbon *private* mobility, *complemented by* efficient and affordable collective transport services and *other modes of transport that bring various options to the market*, in order to *boost competition and thereby* provide better and more *valuable* solutions for citizens;

3. Calls for *the EU and Member States to strongly* support the use of zero- and low-carbon *sustainable* mobility, *particularly through* efficient and affordable collective *public* transport services and *active* modes *which should be placed at the heart of the* transport system, in order to provide better and more *sustainable* solutions for citizens;

Or. en

Amendment 127
João Pimenta Lopes

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Calls for support for the use of zero- and low-carbon *private* mobility, *complemented by* efficient and affordable collective transport services *and other modes of transport that bring various options to the market*, in order to *boost competition and thereby* provide better and more valuable solutions for citizens;

Amendment

3. Calls for support for the use of zero- and low-carbon mobility, *centred on* efficient and affordable collective *public* transport services, in order to provide better, *healthier, affordable* and more valuable solutions for citizens *and workers*;

Or. en

Amendment 128
Isabel García Muñoz, Andreas Schieder

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Calls for support for the use of zero- and low-carbon *private* mobility, *complemented by* efficient and affordable collective transport services *and other modes of transport that bring various options to the market, in order to boost*

Amendment

3. Calls for support for *the EU and Member States to strongly support* the use of zero- and low-carbon *sustainable* mobility *modes, particularly* efficient and affordable collective *public* transport services, *as well as active forms of*

competition and thereby provide better and more valuable solutions for citizens;

mobility, to provide better and more valuable *and sustainable* solutions for citizens;

Or. en

Amendment 129

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution Paragraph 3

Motion for a resolution

3. Calls for support for the use of *zero- and* low-carbon private mobility, complemented by efficient and affordable collective transport services and other modes of transport that bring various options to the market, in order to boost competition and thereby provide better and more valuable solutions for citizens;

Amendment

3. Calls for *financial, fiscal and regulatory* support for the use of *zero-and* low-carbon *individual* private mobility, complemented by efficient and affordable collective transport services *and shared mobility solutions* , and other modes of transport that bring various options to the market, in order to boost competition and thereby provide better and more valuable *inclusive, affordable, efficient and sustainable* solutions for citizens

Or. en

Amendment 130

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution Paragraph 3

Motion for a resolution

3. Calls for support for the use of *zero- and low-carbon* private mobility, *complemented* by efficient and affordable collective transport services and other modes of transport that bring various options to the market, in order to boost competition and *thereby provide* better and more valuable solutions for citizens;

Amendment

3. Calls for support for the use of *zero-emission public and* private mobility, *characterised* by efficient, *reliable, inclusive* and affordable collective transport services *that serve as a backbone, active transport modes* and other modes of transport that bring various options to the market, in order to boost

competition and ***result in more liveable cities, while providing better, healthier*** and more valuable solutions for citizens ***and city dwellers***;

Or. en

Amendment 131
Carlo Fidanza

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Calls for support for the use of zero- and low-carbon private mobility, complemented by efficient and affordable collective transport services and other modes of transport that bring various options to the market, in order to boost competition and thereby provide better and more valuable solutions for citizens;

Amendment

3. Calls for support for the use of zero- and low-carbon private mobility, complemented by efficient and affordable collective transport services, ***intermodal connection points and systems***, and other modes of transport that bring various options to the market, in order to boost competition and thereby provide better and more valuable solutions for citizens;

Or. it

Amendment 132
Ciarán Cuffe, Karima Delli

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

3a. ***Stresses the importance of public transport not only in facing the climate challenges but also in its socioeconomic dimension, namely in providing social cohesion as well as secure, quality and local employment; emphasises that public transport systems need to deliver both excellent levels of service and a good work environment and social protection for employees and points to the importance of***

Amendment

3a. ***Stresses the importance of public transport not only in facing the climate challenges but also in its socioeconomic dimension, namely in providing social cohesion as well as secure, quality and local employment; emphasises that public transport systems need to deliver both excellent levels of service and a good work environment and social protection for employees and points to the importance of***

*ensuring motivated and well-trained staff
with good work conditions for improving
the users' experience;*

Or. en

Amendment 133

Andreas Schieder, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Calls on the Commission for action to be taken against manufacturers of motor vehicles in accordance with Art 9 of Regulation 2018/858, which have violated type approval provisions with built-in defeat devices for emission control in diesel cars; Underlines that this infringement of EU law has been confirmed by the rulings of the ECJ (C-693/18, C-128/20, C-134/20 and C-145/20) and is responsible for concentrations of nitrogen dioxide (NO₂) well above EU standards and recommendations of WHO;

Or. en

Amendment 134

Isabel García Muñoz, Marcos Ros Sempere, Andreas Schieder

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Calls on the Commission to study the advantages that shared mobility can offer, preferably electric, and to promote sustainable mobility initiatives such as car sharing;

Or. en

Amendment 135
Ciarán Cuffe, Tilly Metz, Karima Delli

Motion for a resolution
Paragraph 3 b (new)

Motion for a resolution

Amendment

3b. Highlights the success of measures to significantly lower ticket prices taken in different EU cities and Member States, either temporarily as a response to the energy crisis or permanently; points to the increase in demand for these mobility schemes which offer free or partially free public transport and suggests the Commission to elaborate a study on the different experiences and their impact on mobility patterns;

Or. en

Amendment 136
Andreas Schieder, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution
Paragraph 3 b (new)

Motion for a resolution

Amendment

3b. Calls for the rapid introduction of an exhaust tailpipe test for vehicles as part of the planned EU TÜV package, so that vehicles with defective or manipulated exhaust gas cleaning systems do not endanger the clean air in urban areas;

Or. en

Amendment 137
João Pimenta Lopes

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all;

Amendment

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all; ***stresses, further, the need to invest on a high-quality, modernised, interoperable, accessible and expanded public transport network by undertaking proper planning involving local actors, municipalities and the general public, establishing public operators, investing in scientific research and innovation, incorporating and developing national production, setting a pricing policy that aims to gradually make services free of charge and respecting the rights of workers in the sector;***

Or. en

Amendment 138

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all;

Amendment

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all; ***In this regard notes with concern that peri-urban and rural areas, especially sparsely populated territories suffer the shortage of efficient, affordable and connected transport solutions and infrastructure including alternative fuel infrastructure which constrains the socioeconomic perspectives of these areas and their***

citizens;

Or. en

Amendment 139
Ciarán Cuffe

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all;

Amendment

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas, ***as well as multi-modal passenger hubs*** and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all; ***points out to the opportunity to develop and deploy on-demand public transport services on those peri-urban and outlying rural areas and calls on the Commission to provide support for trialling such solutions and exchange best practices;***

Or. en

Amendment 140
Vlad Gheorghe, Jan-Christoph Oetjen, Ondřej Kovařík

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all;

Amendment

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas, ***as well as multimodal passenger hubs***, and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all;

Or. en

Amendment 141

Andreas Schieder, Isabel García Muñoz, Rovana Plumb

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all;

Amendment

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas, ***as well as multimodal passenger hubs***, and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all;

Or. en

Amendment 142

Lucia Vuolo

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all;

Amendment

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas, ***particularly in regions with a GDP per capita below 75% of the EU average***, and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all ***with a view to protecting the cohesion and coherence of EU transport policies***;

Or. it

Amendment 143

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all;

Amendment

4. Calls for better accessibility, **reliability** and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable, **inclusive, healthy** and affordable transport to be guaranteed for all;

Or. en

Amendment 144

Carlo Fidanza

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable and affordable transport to be guaranteed for all;

Amendment

4. Calls for better accessibility and connectivity between urban, peri-urban and rural areas and further calls for unhindered access to smart, sustainable, **shared** and affordable transport to be guaranteed for all;

Or. it

Amendment 145

João Pimenta Lopes

Motion for a resolution

Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Highlights the experience of several EU cities where public transport systems are fare free, experiencing an increase in passengers as well as a large decrease in car traffic; calls for studies to be carried out to assess the impacts of these systems, particularly in terms of the variation in the number of passengers,

duration of travel, number of traffic accidents and casualties, or impacts on climate change; stresses that these studies should contribute to the development of action plans that can allow the replicability of fare free public transport systems in different urban areas;

Or. en

Amendment 146
Ciarán Cuffe, Karima Delli

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Stresses in this regard the important role that urban, sub-urban and regional trains have to play further in terms of daily commuting to and from urban areas; insists that adequate investments need to be guaranteed in order to ensure a reliable service in terms of frequency and punctuality, as well as adapting rolling stock, where necessary, to enable sufficient space for well-designed bike parking, in order to allow a substantial increase in the use of rail and bicycles in combination;

Or. en

Amendment 147
Isabel García Muñoz, Marcos Ros Sempere, Andreas Schieder

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Stresses that Sustainable Urban Mobility Plans must be incorporated and coordinated with municipal and territorial

urban planning; encourages regions to promote this coordination between their territories and municipalities, through incentives that support this connection between SUMPs and urban and territorial planning;

Or. en

Amendment 148

Vlad Gheorghe, Jan-Christoph Oetjen, Ondřej Kovařík

Motion for a resolution

Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Urges the Commission to propose a multimodal package in order to ensure an integrated approach of transport services, which includes an integrated door-to-door mobility modes for passengers and freight; stresses that such package should include safety control measures and training requirements for transport operators;

Or. en

Amendment 149

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Underlines the importance of a level playing field between public and private transport providers allowing for a fair competition as well as the need for further complementarity between transport services;

Amendment 150

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 4 a (new)

Motion for a resolution

Amendment

4a. Stresses that the implementation of multimodal ticketing is of utmost importance, in order to make sustainable transport modes as accessible and efficient as possible for users;

Amendment 151

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 4 b (new)

Motion for a resolution

Amendment

4b. Underlines that through strong and enforceable protection of passenger's rights associated to delays and other service shortfalls (such as cancellations, response to complaints, special passenger needs) contribute to facilitate passenger mobility and to make modes of transport such as rail more attractive;

Amendment 152

Andreas Schieder, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution

Paragraph 4 c (new)

Motion for a resolution

Amendment

4c. Stresses that the implementation of shared mobility networks is of paramount importance to reduce greenhouse gases, reduce parking space and improve traffic conditions such as congestion and last mile in rural areas;

Or. en

Amendment 153

Isabel García Muñoz, Andreas Schieder

Motion for a resolution Paragraph 5

Motion for a resolution

5. Calls on all the parties involved to adopt measures that could better ensure road safety, such as deploying means to detect safety-related events or conditions, and also by taking into account users from groups with special needs;

Amendment

5. Calls **on the European Commission, Member States and** on all the parties involved to adopt measures that could better ensure road safety, such as **implementing 30 km/h in urban and built-up areas, improving walking and cycling infrastructure**, deploying means to detect safety-related events or conditions, and also by taking into account users from groups with special needs;

Or. en

Amendment 154

Ciarán Cuffe

Motion for a resolution Paragraph 5

Motion for a resolution

5. Calls on all the parties involved to adopt measures that could better ensure road safety, such as deploying means to detect safety-related events or conditions, and also by taking into account users from

Amendment

5. Calls on all the parties involved to adopt measures that could better ensure road safety, such as **ensuring quality training, enforcement of working time limits**, deploying means to detect safety-

groups with special needs;

related events or conditions, ***always putting vulnerable road users at the centre of mobility design***, and also by taking into account users from groups with special needs; ***suggests the local authorities adopt the Safe System approach, setting road safety targets and dedicating an appropriate budget for such purposes;***

Or. en

Amendment 155
João Pimenta Lopes

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on all the parties involved to adopt measures that could better ensure road safety, such as deploying means to detect safety-related events or conditions, and also by taking into account users from groups with special needs;

Amendment

5. Calls on all the parties involved to adopt measures that could better ensure road safety, such as deploying means to detect safety-related events or conditions, ***promoting collective public transport, ensuring quality training and enforcement of working time limits for transport workers***, and also by taking into account users from groups with special needs;

Or. en

Amendment 156
Andreas Schieder, Isabel García Muñoz, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on all the parties involved to adopt measures that could better ensure road safety, such as deploying means to detect safety-related events or conditions,

Amendment

5. ***Points out that ensuring road safety for the most vulnerable road users significantly influences transport behaviours; Stresses in this regard that***

and also by taking into account users from groups with special needs;

the future EU urban mobility framework must encompass systemic road-safety-related measures to allow urban dwellers to walk or cycle safely; Calls on all the parties involved to adopt measures that could better ensure road safety, such as deploying means to detect safety-related events or conditions, and also by taking into account users from groups with special needs;

Or. en

Amendment 157

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution Paragraph 5

Motion for a resolution

5. Calls on all the parties involved to adopt measures that could better ensure road safety, such as deploying means to detect safety-related events or conditions, and also by taking into account users from groups with special needs;

Amendment

5. Calls on all the parties involved to adopt measures that could better ensure road safety, such as deploying means to detect safety-related events or conditions, and also by taking into account users from groups with special needs *such as people with disabilities and reduced mobility, persons accompanying children, elderly people, etc.*;

Or. en

Amendment 158

Carlo Fidanza

Motion for a resolution Paragraph 5

Motion for a resolution

5. Calls on all the parties involved to adopt measures that could better ensure road safety, such as deploying means to

Amendment

5. Calls on all the parties involved to adopt measures that could better ensure road safety, such as deploying means to

detect safety-related events or conditions, and also by taking into account users from groups with special needs;

detect **and report** safety-related events or conditions, and also by taking into account users from groups with special needs;

Or. it

Amendment 159

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 5 a (new)

Motion for a resolution

Amendment

5a. Calls on the Commission to adopt guidelines on the use of 30km/h speed limits in cities with the support of Member States, drawing on the experience and results of existing initiatives on local level to protect the most vulnerable road users; Underlines that streets can be made safer with measures such as street design for low speeds, better visibility and concepts of traffic calming;

Or. en

Amendment 160

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 5 a (new)

Motion for a resolution

Amendment

5a. Calls on the Commission and Member States to further invest in educational awareness raising and training in schools and for the general public

Or. en

Amendment 161

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 5 a (new)

Motion for a resolution

Amendment

5a. Supports all effort to improve road safety in achieving the aims of Vision Zero;

Or. en

Amendment 162

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 5 b (new)

Motion for a resolution

Amendment

5b. Calls on the Commission to strengthen minimum requirements for driving tests in the Driving Licence Directive to better train future drivers regarding their interactions with vulnerable road users in an urban environment;

Or. en

Amendment 163

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 5 c (new)

Motion for a resolution

Amendment

5c. Stresses the importance of training and gender-equitable attractiveness of working conditions, also in order to prevent a shortage of young people and to

attract more women to these professions in future;

Or. en

Amendment 164

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 5 d (new)

Motion for a resolution

Amendment

5d. Stresses the use of proper female dummies in car crash tests to improve road safety for women; Notes, that men are more likely than women to be involved in a car crash, but when a woman is involved in a car crash, she is 47% more likely to be seriously injured, 71% more likely to be moderately injured and 17% more likely to die; Stresses in this context that cars have been designed using car crash-test dummies based on the “average” male;

Or. en

Amendment 165

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 6

Motion for a resolution

Amendment

6. Affirms that urban transport should be more accessible; encourages the Commission, in this context, to propose guidelines regarding accessibility, safety and security for transport users and particularly for those from groups with *special* needs; highlights *the key role artificial intelligence (AI) and digital solutions* can play in this regard;

6. Affirms that urban transport should be more accessible, *reliable, affordable, healthy, safe and inclusive to serve as a backbone of the transport system*; encourages the Commission, in this context, to propose guidelines regarding accessibility, *inclusiveness, affordability, sustainability*, safety and security for transport users *and non-users* and

particularly for those from groups with *other* needs; highlights *that digitalisation* can play *a role* in this regard *in addition to policy measures and choices to incentivise better transport behaviour by all its users*;

Or. en

Amendment 166
Ciarán Cuffe, Karima Delli

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Affirms that urban transport should be more accessible; encourages the Commission, in this context, to propose guidelines regarding accessibility, safety and security for transport users and particularly for those from groups with special needs; highlights the key role *artificial intelligence (AI) and* digital solutions can play in this regard;

Amendment

6. Affirms that urban transport should be more accessible; encourages the Commission, in this context, to propose guidelines regarding accessibility, safety and security for transport users and particularly for those from groups with special needs; *calls for a more comprehensive approach to ensure accessibility throughout the journey*; highlights the key role digital solutions can play in this regard, *but recalls that physical barriers are still the main reason for accessibility problems for persons with reduce mobility; insists on prioritising these needs when designing public spaces, starting with ensuring that footpaths are wide enough, properly paved and maintained, without inconveniently placed sign posts or sewage drains and with the necessary physical and acoustic references for visually impaired people; considers that adequate enforcement measures need to be put in place to ensure citizen awareness about the need to keep footpaths free from temporary obstacles, such as badly-parked micro-mobility devices and other vehicles or trash bags and bins among others*;

Or. en

Amendment 167

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Affirms that urban transport should be more accessible; encourages the Commission, in this context, to propose guidelines regarding accessibility, safety and security for transport users and particularly for those from groups with special needs; highlights the key role artificial intelligence (AI) and digital solutions can play in this regard;

Amendment

6. Affirms that urban transport should be more accessible; encourages the Commission, in this context, to propose guidelines regarding accessibility, safety and security for transport users and particularly for those from groups with special needs; highlights the key role artificial intelligence (AI) and digital solutions can play in this regard; ***In regards to safety highlights active and passive safety features in private vehicles and collective transport vehicles and stresses the importance of availability of mobile network in Member States necessary for emergency buttons; recommends implementation of AI and digital technologies into collective transport such as cameras, SOS buttons, real time remote identification systems for law enforcements and others. This will have also a positive impact making collective transport secure for currently vulnerable users such as women. Regarding accessibility, the AI and digitalisation can drastically contribute by implementing auditory signals in collective transport and infrastructure, deployment of intelligent private vehicles, pre-trip virtualization, safe smart intersection crossing or assistive robots.***

Or. en

Amendment 168

Isabel García Muñoz, Andreas Schieder

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Affirms that urban transport should be more accessible; encourages the Commission, in this context, to propose guidelines regarding accessibility, safety and security for transport users and particularly for those from groups with special needs; highlights the key role artificial intelligence (AI) and digital solutions can play in this regard;

Amendment

6. Affirms that urban transport should be more accessible; encourages the Commission, in this context, to propose guidelines regarding accessibility, safety and security for **all** transport users and particularly for those from groups with special needs; highlights the key role artificial intelligence (AI) and digital solutions can play in this regard;

Or. en

Amendment 169

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

6a. Recognises Commission's efforts but notes that a more ambitious and coherent European policy and legislation is required to improve access to metros, rail transport, buses, trams, and shared mobility solutions; stresses the importance of other accessibility issues such as the availability of parking spots designated for persons with disabilities, a strict policy on abuse of blocking parking spots of persons with disabilities, accessibility of the city's walking and cycling infrastructure, including quality and accessibility of pavements, secure and accessible road crossings;

Amendment

Or. en

Amendment 170

Ciarán Cuffe, Tilly Metz

**Motion for a resolution
Paragraph 6 a (new)**

Motion for a resolution

Amendment

6a. Notes that raised pedestrian and cycling crossings at crossroads improve safety by slowing down cars; highlights that this also improves accessibility for people with reduced mobility, by reducing the necessity to change levels using a steps or ramped surface when crossing carriageways at junctions; calls for targeted plans to make cycling more accessible to people with reduced mobility;

Or. en

Amendment 171

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

**Motion for a resolution
Paragraph 6 b (new)**

Motion for a resolution

Amendment

6b. Supports the UN Convention on the Rights of Person with Disabilities (UNCRPD and European Accessibility Act Directive and all of its dimensions in the context of urban mobility;

Or. en

Amendment 172

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

**Motion for a resolution
Paragraph 6 c (new)**

Motion for a resolution

Amendment

6c. *Notes the rapid emergence of micro-mobility, such as bikes, e-bikes, electric scooters, hoverboards, monowheels and other electrically and non-electrically powered personal mobility devices; stresses that these, forms of mobility should be properly incorporated, presented and addressed in urban mobility, including as regards to the safety and compliance policies at all levels of governance;*

Or. en

Amendment 173

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

**Motion for a resolution
Paragraph 6 d (new)**

Motion for a resolution

Amendment

6d. *Calls for collective transport that is accessible, well organised, affordable and offers good quality to citizens including door to door services. The share of clean vehicles in the fleet as well as smart and sustainable modes such as trams are important factor to reduce air pollution, carbon emissions and congestion;*

Or. en

Amendment 174

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

**Motion for a resolution
Paragraph 6 e (new)**

Motion for a resolution

Amendment

6e. Recognises the benefits of smart and sustainable alternative mobility solutions such as shared cars, ride-hailing, electric bikes and scooters and other forms of micro-mobility; believes that such modes could have a complementary character and could provide wider options to consumers depending on their mobility needs.

Or. en

Amendment 175

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution Paragraph 6 f (new)

Motion for a resolution

Amendment

6f. Believes that building a new infrastructure for personal micro mobility such as cycling lines should not compromise existing road lines, creating additional traffic obstacles for road users.

Or. en

Amendment 176

Ciarán Cuffe

Motion for a resolution Paragraph 7

Motion for a resolution

Amendment

7. Stresses its concern at the shortcomings in the regulation of micro-mobility in many Member States, as it does not facilitate this type of transportation and poses risks for people's safety; invites the Commission, in this context, to collaborate with the Member States to draw up common road-safety

7. Urges the Commission, to collaborate with the Member States to draw up common road-safety guidelines, recommendations and common infrastructure standards for active mobility as set out in the Road Infrastructure Management Directive; encourages the Member States to proceed

guidelines *and* recommendations *for micro-mobility such as speed limits, helmet requirements, or training*; encourages the Member States to proceed with the adaptation of their national legislation and to launch information campaigns;

with the adaptation of their national legislation and to launch information campaigns *about the economic, health, environmental and societal benefits of modal shift to public transport and active mobility, and the related costs of failing to do so*;

Or. en

Amendment 177

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution Paragraph 7

Motion for a resolution

7. Stresses its concern *at* the shortcomings in the regulation of micro-mobility in many Member States, as it does not facilitate this type of transportation and poses risks for people's safety; invites the Commission, in this context, to collaborate with the Member States to draw up common road-safety *guidelines and recommendations for micro-mobility such as speed limits, helmet requirements, or training*; encourages the Member States to proceed with the adaptation of their national legislation and to launch information campaigns;

Amendment

7. Stresses *however* its concern *about* the shortcomings in the regulation of micro-mobility in many Member States, as it does not facilitate this type of transportation and poses risks for people's safety; invites the Commission, in this context, to *closely* collaborate with the Member States to draw up common *minimal* road-safety recommendations *and requirements on urban road safety, including the safe use of electrically and non-electrically powered personal mobility devices, dedicated trainings, speed and age limits, helmet requirements and other protective equipment, as well as rules on carrying and hauling children, prohibition of driving under the influence of addictive substances. etc.*; notes that *these requirements shall be seamlessly adapted to the different levels of governance independently from SUMP planning and implementation and without compromising the principle of subsidiarity*; *strongly* encourages the Member States to proceed with the adaptation of their national legislation and to launch information campaigns *to increase awareness and education for*

road safety;

Or. en

Amendment 178

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses its concern at the shortcomings in the regulation of micro-mobility in many Member States, ***as it does not facilitate this type of transportation and poses risks for people's safety***; invites the Commission, in this context, to collaborate with the Member States to draw up common road-safety guidelines and recommendations for ***micro-mobility*** such as speed limits, helmet requirements, or training; encourages the Member States to proceed with the adaptation of their national legislation and to launch information campaigns;

Amendment

7. Stresses its concern at the shortcomings in the regulation of micro-mobility in many Member States ***and scattered landscape of measures taken in European cities***; invites the Commission, in this context, to collaborate with the Member States ***and European cities*** to draw up common road-safety guidelines, ***best practices*** and recommendations for ***micromobility*** such as ***parking approaches (free floating vs. designated parking zones)***, speed limits, ***age requirements***, helmet requirements, or training; encourages the Member States ***in cooperation with cities*** to proceed with the adaptation of their national legislation and to launch information campaigns;

Or. en

Amendment 179

Carlo Fidanza

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses its concern at the shortcomings in the regulation of micro-mobility in many Member States, as it does not facilitate this type of transportation and poses risks for people's safety; invites the

Amendment

7. Stresses its concern at the ***major*** shortcomings in the regulation of micro-mobility in many Member States, as it does not facilitate this type of transportation and poses risks for people's safety; invites the

Commission, in this context, to collaborate with the Member States to draw up common road-safety guidelines and recommendations for micro-mobility such as speed limits, helmet requirements, *or* training; encourages the Member States to proceed with the adaptation of their national legislation *and* to launch information campaigns;

Commission, in this context, to collaborate with the Member States to draw up common road-safety guidelines and recommendations for micro-mobility such as speed limits, helmet requirements, ***compulsory use of visual and electronic identification systems (plates and registration numbers), insurance policies for means with electric motors and*** training; encourages ***the Commission and*** the Member States to proceed with the adaptation of their national legislation, to launch information campaigns ***and calls on them to monitor and tackle the international trade and circulation of scooters that have been modified and altered;***

Or. it

Amendment 180

Vlad Gheorghe, Jan-Christoph Oetjen, Ondřej Kovařík

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Stresses its concern at the shortcomings in the regulation of micro-mobility in many Member States, as it does not facilitate this type of transportation and poses risks for people's safety; invites the Commission, in this context, to collaborate with the Member States to draw up common road-safety guidelines and recommendations for micro-mobility such as speed limits, helmet requirements, or training; encourages the Member States to proceed with the adaptation of their national legislation and to launch information campaigns;

Amendment

7. Stresses its concern at the shortcomings in the regulation of micro-mobility in many Member States, as it does not facilitate this type of transportation and poses risks for people's safety; invites the Commission, in this context, to collaborate with the Member States to draw up common road-safety guidelines and recommendations for micro-mobility such as speed limits, helmet requirements, ***safety standards for cycling infrastructure*** or training; encourages the Member States to proceed with the adaptation of their national legislation and to launch information campaigns ***and integrated mobility solutions including integrated ticketing;***

Or. en

Amendment 181

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Calls on the Commission to develop in collaboration with the Member States and local authorities harmonised technical standards and requirements regarding types of micro-mobility transport and its infrastructure as well as harmonised European road-safety standards for micro-mobility and its use such as speed limits; Underlines that in particular the problem of 'random parking' of e-scooters, particularly on sidewalks, should be addressed as this affects pedestrians, cyclists, but also wheelchair users and parents with strollers; Encourages Member States to proceed with the adaptation of minimum standards and requirements of their national legislation and to launch information campaigns in the meantime;

Or. en

Amendment 182

Ciarán Cuffe

Motion for a resolution

Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Asks the Commission to establish a harmonised yearly “EU car-free day”, as an effective means to show across the Union the possibilities and future benefits in terms of collective well-being of diminishing the central role of cars in our cities; invites cities and towns

in the different Member States to go further and establish monthly or weekly car-free days;

Or. en

Amendment 183

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

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

Motion for a resolution

Amendment

7a. Notes in this regard that the lack of enforcement is an additional significant contributor to poor road safety record in regards to micro-mobility; calls for focusing on enforcement of existing rules to ensure respectful coexistence of transport modes;

Or. en

Amendment 184

Andreas Schieder, Rovana Plumb, Isabel García Muñoz

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

Motion for a resolution

Amendment

7b. Emphasizes in this context that new forms of mobility such as scooters, e-bikes and sharing models, especially in regard of the first and the last mile, can make a significant contribution to making public transport more attractive;

Or. en

Amendment 185

Ciarán Cuffe, Karima Delli

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Calls **further** on the Commission to **harmonise** technical standards **and requirements** regarding types of micro-mobility transport;

Amendment

8. Calls on the Commission to **consider harmonising only** technical standards regarding types of micro-mobility transport;

Or. en

Amendment 186

Vlad Gheorghe, Jan-Christoph Oetjen

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Calls further on the Commission to harmonise technical standards and requirements regarding types of micro-mobility transport;

Amendment

8. Calls further on the Commission to harmonise technical standards and requirements regarding types of micro-mobility transport **and its infrastructure; highlights in this regard that such standards should serve accessibility for the first and last mile, enabling citizens to reach or travel from destinations that are underserved by public transport;**

Or. en

Amendment 187

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Calls further on the Commission to harmonise technical standards and

Amendment

8. Calls further on the Commission to harmonise technical standards and

requirements regarding types of micro-mobility transport;

requirements regarding types of micro-mobility transport; ***calls for the review of the CE marking legislation and its application and/or the possible inclusion into the Type Approval Regulation of these vehicles can provide solutions;***

Or. en

Amendment 188
Elżbieta Katarzyna Łukacijewska

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Calls on the Commission and the Member States to include and strengthen gender mainstreaming in their urban mobility plans to comprise gender criteria in the design of mobility planning, highlights that significant progress is needed in urban transport research on gender, as is further collection and analysis of comparable gender-sensitive statistics and data on behaviour, travel patterns, needs and concerns in women's mobility with the view to designing relevant urban mobility plans that would work for every transport user;

Or. en

Amendment 189
Ciarán Cuffe

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Believes that the European Commission needs to do more to promote active mobility across the entire EU,

including by coming forward with a dedicated cycling strategy and other promotional efforts, such as making 2023 the European Year of Active Mobility; urges the Commission to consider the bicycle supply chain in the EU a strategic sector within the EU's industrial strategy;

Or. en

Amendment 190
Andor Deli

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Stresses that education plays a significant role in getting to know and learning the road traffic rules and culture from young ages that would contribute significantly to increased level of traffic safety, the role of schools, therefore, should be increased and strengthened;

Or. en

Amendment 191
Ciarán Cuffe, Karima Delli

Motion for a resolution
Paragraph 8 b (new)

Motion for a resolution

Amendment

8b. Notes that poor working conditions and precarious employment practices, which are often associated with the so-called 'gig economy', are contributing to driver fatigue as well as increased risk-taking, and therefore represent a heightened road safety risk;

Or. en

Amendment 192
Ciarán Cuffe, Tilly Metz

Motion for a resolution
Paragraph 8 c (new)

Motion for a resolution

Amendment

8c. Acknowledges the gender-cycling-gap, indicating that in many EU countries the share of female participation in cycling is considerably lower than that of men; calls for targeted plans to increase the female cycling uptake, given women currently experience a higher barrier of entry to cycling; notes the higher risk aversion of female cyclists^{1a} and highlights that segregated cycling lanes and increased safety standards, including signalling, not only increase ridership overall but also support the closing of the gender-cycling-gap; calls for secure cycle parking, as well as minimum requirements of shower and hygiene facilities in offices and public buildings, ensuring that they fit particularly the needs of female cyclists;

1a

<https://www.sciencedirect.com/science/article/pii/S0967070X20300809>

Or. en

Amendment 193
Vlad Gheorghe, Jan-Christoph Oetjen

Motion for a resolution
Subheading 2 a (new)

Motion for a resolution

Amendment

Highlights that urban infrastructure planning should be developed in

accordance with EU standards on road safety, including standards for safety of cycling infrastructure and other active mobility modes (pedestrian and cycling tracks, lanes, bridges, tunnels, parking areas and fast recharging points for light means of transport batteries);

Or. en

Amendment 194

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities; recommends, in this regard, incorporating active mobility and micro-mobility, as well as underdeveloped sustainable transport modes, into sustainable urban mobility plans;

Amendment

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities; recommends, in this regard, incorporating active mobility and micro-mobility, as well as underdeveloped sustainable transport modes, into sustainable urban mobility plans ***and to facilitate the creation of multi-modal hubs at the urban node level;***

Or. en

Amendment 195

Roman Haider, Georg Mayer

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities; recommends, in this regard,

Amendment

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities; recommends, in this regard,

incorporating *active mobility and micro-mobility, as well as underdeveloped sustainable transport modes*, into sustainable urban mobility plans;

incorporating *all forms of* mobility into sustainable urban mobility plans;

Or. de

Amendment 196

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities; recommends, in this regard, incorporating active mobility and micro-mobility, as well as underdeveloped sustainable transport modes, into sustainable urban mobility plans;

Amendment

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities; recommends, in this regard, incorporating *public transport*, active mobility and micro-mobility, as well as underdeveloped sustainable transport modes, into sustainable urban mobility plans;

Or. en

Amendment 197

Carlo Fidanza

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities; recommends, in this regard, incorporating active mobility and micro-mobility, as well as underdeveloped sustainable transport modes, into sustainable urban mobility plans;

Amendment

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities *and connections between cities and smaller towns within their economic, tourist and cultural catchment areas*; recommends, in this regard, incorporating active mobility and micro-

mobility, as well as underdeveloped sustainable transport modes, into sustainable urban mobility plans;

Or. it

Amendment 198
Ciarán Cuffe

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities; recommends, in this regard, incorporating active mobility and micro-mobility, as well as underdeveloped sustainable transport modes, into sustainable urban mobility plans;

Amendment

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities; recommends, in this regard, incorporating active mobility and micro-mobility, as well as underdeveloped sustainable transport modes, into sustainable urban mobility plans, ***reducing the current centrality of private cars and re-gaining public space which can be repurposed for green areas, sustainable urban drainage systems and commercial activities***;

Or. en

Amendment 199
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities; recommends, in this regard,

Amendment

9. Highlights that urban infrastructure planning should contribute to a smart and sustainable transport transition, allowing for multimodality and ensuring quality of life in cities; recommends, in this regard,

incorporating active mobility and micro-mobility, as well as underdeveloped sustainable transport modes, into sustainable urban mobility plans;

incorporating active, ***shared and on-demand*** mobility and micro-mobility, as well as underdeveloped sustainable transport modes, into sustainable urban mobility plans;

Or. en

Amendment 200
Ciarán Cuffe

Motion for a resolution
Paragraph 9 a (new)

Motion for a resolution

Amendment

9a. Insists that urban infrastructure planning should be developed in accordance with EU standards on road safety, including standards for safety of cycling infrastructure and other active modes, such as pedestrian and cycling tracks, lanes, bridges, tunnels, parking areas and fast recharging points for L-category vehicles; calls on the Member States and regional authorities to ensure continuity and safety of cycling infrastructure in new building and upgrading of road infrastructure;

Or. en

Amendment 201
Andreas Schieder, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution
Paragraph 9 a (new)

Motion for a resolution

Amendment

9a. Considers that active mobility includes both the transport of people or goods that can be powered based on human physical activity or by a combination of an electric motor and

human power, such as e-bikes;

Or. en

Amendment 202

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

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

Motion for a resolution

Amendment

9a. The infrastructure shall incorporate access routes and last mile connection to multimodal passenger hubs, including for active modes such as bridges or underpasses.

Or. en

Amendment 203

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

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

Motion for a resolution

Amendment

9b. Stresses the importance of the incorporation on the urban transport system and infrastructure of the multimodal freight terminal

Or. en

Amendment 204

Roman Haider, Georg Mayer

**Motion for a resolution
Paragraph 10**

Motion for a resolution

10. Encourages Member States and local authorities to join forces to promote and implement sustainable urban mobility plans, respecting the principle of subsidiarity;

Amendment

10. Encourages Member States and local authorities to join forces to promote and implement sustainable urban mobility plans, respecting the principle of subsidiarity; ***points out that the associated data collection and reporting should be feasible and proportionate to the effort required of and costs incurred by the actors involved.***

Or. de

Amendment 205

Ciarán Cuffe, Karima Delli

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Encourages Member States and local authorities to join forces to promote and implement sustainable urban mobility plans, ***respecting the principle of subsidiarity;***

Amendment

10. Encourages Member States and local authorities to join forces to promote and implement sustainable urban mobility plans ***(SUMPs), which should incorporate concrete objectives and related targets in terms of modal shift towards active mobility and public transport, whose full fleet should progressively become zero-emissions before 2030;***

Or. en

Amendment 206

Lucia Vuolo

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Encourages Member States and local authorities to join forces to promote and implement sustainable urban mobility

Amendment

10. Encourages Member States and local authorities to join forces to promote and implement sustainable urban mobility

plans, respecting the principle of subsidiarity;

plans, respecting the principle of subsidiarity *and hopes that investments will not be split along north-south, urban-rural divides*;

Or. it

Amendment 207

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Encourages Member States *and* local authorities to join forces to promote and implement sustainable urban mobility plans, *respecting the principle of subsidiarity*;

Amendment

10. Encourages Member States, local authorities *and city networks* to join forces to promote and implement sustainable urban mobility plans *to improve the quality of life in all European cities*;

Or. en

Amendment 208

Ciarán Cuffe, Tilly Metz, Karima Delli

Motion for a resolution

Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. Stresses the importance of traffic circulation plans, including low traffic neighbourhoods, as they offer significant potential to reduce emissions, increase safety and avoid congestion; suggest adopting modal priority policies based on increased efficiency, safety, and affordability and emphasises that vulnerable road users, particularly pedestrians and cyclists, have to be at the top of the hierarchy, followed by public transport; calls for the use of zoning that restrict direct routes for personal motorised vehicles, while granting direct

access for active mobility like cycling, thus providing a comparative modal advantage; suggests a reevaluation of priority traffic lights at crossroads, including the introduction of advanced stop lines, toucan crossings, right turn on red among other features that safely make the cycling journeys safer and smoother, such as bi-directionality for bicycles in most of the streets, while exploring also the possibility of rain sensor traffic lights giving quicker priority to bicycles on rainy days; notes that older traffic light systems do not detect the presence of cyclists and should be upgraded;

Or. en

Amendment 209

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. *Highlights that the SUMPS shall not only present measure how to integrate different modes of transport and promote the sustainable modes of transports but also to evaluate their affordability and accessibility for transport users and taking into account different transport and mobility needs for different groups;*

Or. en

Amendment 210

Isabel García Muñoz, Marcos Ros Sempere, Andreas Schieder

Motion for a resolution

Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. *Stresses that the need for a new Urban Mobility Framework at European level must take into account all its levels; therefore asks the Commission for more ambition and the development of this mobility for all its counties and regions through Urban Mobility Plans at regional level;*

Or. en

Amendment 211

Ciarán Cuffe, Tilly Metz

Motion for a resolution

Paragraph 10 b (new)

Motion for a resolution

Amendment

10b. *Stresses the importance of safe bicycle parking and storage facilities in proximity to start and end destinations; calls for the development and support of projects offering secure bicycle storage for citizens without access to private storage; recognises that the emergence of electric bicycles demands higher safety standards with regards to storage; notes the increased number of thefts of electric bikes;*

Or. en

Amendment 212

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 10 b (new)

Motion for a resolution

Amendment

10b. *Stresses that the adoption SUMPS*

shall not be a condition for European funding because of the principle of subsidiarity;

Or. en

Amendment 213
Ciarán Cuffe, Karima Delli, Tilly Metz

Motion for a resolution
Paragraph 10 c (new)

Motion for a resolution

Amendment

10c. Notes that speeding is a key factor in around 30 % of fatal road crashes and an aggravating factor in most crashes; considers that lower speed limits, such as 30km/h in residential areas, generate a positive synergy between economies in terms of energy savings, safety and sustainability, also in urban areas; recalls the “Vision Zero” targets and urges the Commission and the Member States to prioritise investing in speed enforcement; requests also the Commission to better integrate the EU road safety targets and actions into the guidelines on the sustainable urban mobility plans by monitoring and promoting best practices, including establishing an indicator on using EU funding for improve urban road safety effectively;

Or. en

Amendment 214
Carlo Fidanza

Motion for a resolution
Paragraph 11

Motion for a resolution

Amendment

11. Stresses that the TEN-T relies on

11. Stresses that the TEN-T relies on

intermodal urban mobility in order to facilitate the ‘first and last mile’ for both passengers and freight;

intermodal urban mobility in order to facilitate the ‘first and last mile’ for both passengers and freight, ***calls on European commission to actively involve local authorities on the governance of TEN-T, allowing those who serve terminals to handle "first and last mile"***.

Or. en

Amendment 215

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 11

Motion for a resolution

11. Stresses that the TEN-T relies on intermodal urban mobility in order to facilitate the ‘first and last mile’ for both passengers and freight;

Amendment

11. Stresses that the TEN-T relies on intermodal urban mobility in order to facilitate the ‘first and last mile’ for both passengers and freight, ***in which the modal share of active transport modes should increase***;

Or. en

Amendment 216

Isabel García Muñoz, Marcos Ros Sempere, Andreas Schieder

Motion for a resolution

Paragraph 11 a (new)

Motion for a resolution

Amendment

11a. Stresses the importance of the implementation of HUBs for parcel collection, common to all transport operators, accessible to all types of users and in sufficient number to facilitate the safe collection of parcels with the reduction of traffic associated with the delivery of goods via last mile connections within cities;

Amendment 217

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

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

Motion for a resolution

Amendment

11a. Calls for significantly improved interconnection between the airports and ports with cities in order to allow for seamless and multimodal transport and mobility solutions; highlights primarily the importance of the rail infrastructure and interoperability in this regard;

Or. en

Amendment 218

Rovana Plumb

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

Motion for a resolution

Amendment

11a. Highlights the strengthening intermodal mobility to connect people to jobs, education, and leisure, and expanding equitable access to mobility between urban, peri-urban and rural areas;

Or. en

Amendment 219

Roman Haider, Georg Mayer

**Motion for a resolution
Paragraph 12**

Motion for a resolution

12. Welcomes the Commission's proposal for a reinforced approach to TEN-T urban nodes as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, peri-urban and urban areas, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail and inland waterways;

Amendment

12. Welcomes the Commission's proposal for a reinforced approach to TEN-T urban nodes as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, peri-urban and urban areas, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail and inland waterways; **welcomes, in this context, the development of sustainable urban mobility plans through urban nodes, as these can include measures to link sustainable modes of transport to other modes of transport; multimodal nodes can, for example, provide connections between rail and air transport, but also between rail and bus transport, car sharing and bike sharing services;**

Or. de

Amendment 220

Ciarán Cuffe, Tilly Metz, Karima Delli

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Welcomes the Commission's proposal for a reinforced approach to TEN-T urban nodes as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, peri-urban and urban areas, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail and inland waterways;

Amendment

12. Welcomes the Commission's proposal for a reinforced approach to TEN-T urban nodes as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, peri-urban and urban areas, **allowing effective and accessible commuting without the need of a private car**, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail, **public transport** and inland waterways, **in combination with active mobility;**

considers in this regard that the EuroVelo network should be better integrated into the TEN-T in order so as not to obstruct the connectivity of the cycling network;

Or. en

Amendment 221

Sara Cerdas

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Welcomes the Commission's proposal for a reinforced approach to TEN-T urban nodes as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, peri-urban and urban areas, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail and inland waterways;

Amendment

12. Welcomes the Commission's proposal for a reinforced approach to TEN-T urban nodes as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, peri-urban and urban areas, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail and inland waterways; ***considers also that connectivity with the outermost regions should be ensured in such a way as to promote the development of urban centres in these regions;***

Or. pt

Amendment 222

Lucia Vuolo

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Welcomes the Commission's proposal for a reinforced approach to TEN-T urban nodes as being necessary to address missing links and poor connections

Amendment

12. Welcomes the Commission's proposal for a reinforced approach to ***and to change the inclusion criteria for*** TEN-T urban nodes, ***including nodes and links***

that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, peri-urban and urban areas, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail and inland waterways;

located in peripheral and outermost areas of the EU, as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, *hilly, mountainous*, peri-urban and urban areas, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail and inland waterways;

Or. it

Amendment 223
Carlo Fidanza

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Welcomes the Commission's proposal for a reinforced approach to TEN-T urban nodes as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, peri-urban and urban areas, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail and inland waterways;

Amendment

12. Welcomes the Commission's proposal for a reinforced approach to TEN-T urban nodes as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, peri-urban and urban areas, with an interoperable infrastructure backbone of *intermodal hubs and* sustainable modes of transport, such as *shared individual mobility*, rail and inland waterways;

Or. it

Amendment 224
Isabel García Muñoz, Andreas Schieder

Motion for a resolution
Paragraph 12

Motion for a resolution

Amendment

12. Welcomes the Commission's proposal for a reinforced approach to TEN-T urban nodes as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, peri-urban and urban areas, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail and inland waterways;

12. Welcomes the Commission's proposal for a reinforced approach to TEN-T urban nodes as being necessary to address missing links and poor connections that remain a major challenge; highlights, in particular, the need to reinforce seamless connectivity between rural, peri-urban and urban areas, with an interoperable infrastructure backbone of sustainable modes of transport, such as rail and inland waterways, *as well as high-quality public transport*;

Or. en

Amendment 225

Ciarán Cuffe, Karima Delli

Motion for a resolution

Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. Highlights the untapped potential of inland waterways in urban areas, as illustrated in the Sustainable and Smart Mobility Strategy, particularly on urban areas which are becoming more and more congested; asks Member States to encourage their local authorities to include in their SUMP's the goal of making better use of inland waterways in cities and to come up with concrete proposals that aim to boost logistics over our inland waterways and take into account end delivery via cargo bikes, boosting the modal shift; calls on the Commission, in this regard, to enhance its collection of urban mobility data for waterborne passenger transport and freight and highlights the potential of inland waterway transport for the last mile in urban sustainable logistics;

Or. en

Amendment 226

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. Stresses that the further development of the inland waterway infrastructure is a crucial to building a smart, sustainable and competitive urban transport;

Or. en

Amendment 227

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 12 b (new)

Motion for a resolution

Amendment

12b. Highlights that that inland waterways, as one of the most environmentally-friendly modes of transport and its largely untapped potential of transporting large amounts of goods across the Union, can play a fundamental role in meeting the EU's climate objectives;

Or. en

Amendment 228

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 12 c (new)

Motion for a resolution

Amendment

12c. Calls for significant increase of the modal share of inland waterways in urban transport by improving its resilience, efficiency and sustainability by promoting and incentivising its usage and allowing for sufficient investments in order to decrease road congestion, enhance safety and decrease emissions;

Or. en

Amendment 229

Carlo Fidanza

Motion for a resolution

Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. Underlines the importance to ensure that urban nodes are provided with smart and sustainable connections between high-speed main lines, stations and bypasses for high-speed trains and the inner urban environments, with the aim to maintain uninterrupted continuity along main network lines, where possible, while preserving integrated mobility solutions in metropolitan areas and easy and smart connectivity solutions with city-centres, urban and peri-urban areas;

Or. en

Amendment 230

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. Calls on the Member States and

local authorities to ensure the continuity and safety of cycling and walking infrastructure when building and modernizing road infrastructure and to allocate more space for active mobility;

Or. en

Amendment 231

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 12 b (new)

Motion for a resolution

Amendment

12b. Encourages cities and local authorities to explore the potential and the possibilities for transporting goods using cargo bikes and (e-)bikes in their city logistics as a very cost-effective, emission-free and immediate solution to decarbonize transport in cities;

Or. en

Amendment 232

Andreas Schieder, Rovana Plumb, Kathleen Van Brempt

Motion for a resolution

Paragraph 12 c (new)

Motion for a resolution

Amendment

12c. Underlines the importance of Sustainable Urban Mobility Plans (SUMP) and calls for a more harmonised approach across the EU; Stresses in this regard that the forthcoming updated SUMP guidelines have to focus on space allocation for walking and cycling infrastructure, spatial planning drawing on best-practices in this field and a comprehensive safety approach in urban

areas; Highlights that the active involvement of citizens, and in particular women and persons with disabilities, are of great importance;

Or. en

Amendment 233
Ciarán Cuffe, Karima Delli

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Considers that border cities should have the capacity to provide efficient and seamless cross-border daily transport while addressing missing links and bottlenecks, and ensuring better and more sustainable connectivity between European capitals and major cities; highlights, in this regard, that high-speed train services should be better deployed;

Amendment

13. Considers that border cities should have the capacity to provide efficient and seamless cross-border daily transport while addressing missing links and bottlenecks, ***particularly in terms of rail infrastructure and services;*** and ensuring better and more sustainable connectivity between European capitals and major cities; highlights, in this regard, that high-speed train ***and night train*** services should be better deployed; ***stresses that one of the main competitive advantages of rail compared to aviation is that it can provide a link between city centres; urges in this regard all the concerned authorities to remove any existing barriers and accomplish this central connection in European cities where this is not yet the case;***

Or. en

Amendment 234
Vlad Gheorghe, Jan-Christoph Oetjen, Ondřej Kovařík

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Considers that border cities should

Amendment

13. Considers that border cities should

have the capacity to provide efficient and seamless cross-border daily transport while addressing missing links and bottlenecks, and ensuring better and more sustainable connectivity between European capitals and major cities; highlights, in this regard, that high-speed train services should be better deployed;

have the capacity to provide efficient and seamless cross-border daily transport while addressing missing links and bottlenecks, and ensuring better and more sustainable connectivity between European capitals and major cities; highlights, in this regard, that high-speed train services should be better deployed, *particularly in the areas where such services are currently lacking*;

Or. en

Amendment 235

Ciarán Cuffe, Tilly Metz, Karima Delli

Motion for a resolution

Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. Welcomes the Commission for the Revision Proposal of the Energy Performance of Buildings Directive, which include minimum requirements for bicycle parking in all new and renovated residential and non-residential buildings in the EU; suggests however to rethink the approach of linking bicycle parking requirements with car parking space requirements and believes that Member States and the local level should update building codes where possible to set maximum car parking space requires, as opposed to minimum requirements in order to progressively reduce the number of car parking spaces in cities particularly where is an oversupply or sufficient number of car parking spaces, or the area is well-served by public transport and other sustainable transport mode infrastructure;

Or. en

Amendment 236

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

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

Motion for a resolution

Amendment

13a. Highlights that urban infrastructure planning should be developed in accordance with EU standards on road safety, including standards for safety of cycling and walking infrastructure and other active modes of transport (pedestrian and cycling tracks, lanes, bridges, tunnels, parking areas and fast recharging points for light means of transport batteries) to increase the shift to more sustainable modes of transport;

Or. en

**Amendment 237
Roman Haider, Georg Mayer**

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

Motion for a resolution

Amendment

13a. Shares the view that more needs to be done for multimodal information systems and smart ticketing; stresses the importance of a seamless user experience for passengers in the search, selection and purchase of mobility services; underlines that in order to promote multimodal ticketing, sector-specific solutions should be considered and promoted;

Or. de

**Amendment 238
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler**

Motion for a resolution
Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. Calls on the Member States to focus on completing the TEN-T core inland waterway network by 2030, eliminating the missing links and allowing for quality and modally interconnected physical and digital infrastructure within the urban framework including the improvement of rail links at ports;

Or. en

Amendment 239
Ciarán Cuffe, Karima Delli

Motion for a resolution
Paragraph 13 b (new)

Motion for a resolution

Amendment

13b. Calls for adequate infrastructure to be deployed enabling bi-modality between bicycle and rail, supported by public transport, allowing effective zero-emission commuting or leisure travelling; insists on the importance in this regard to make train stations fully accessible also for this purpose, as well as ensuring enough safe parking spaces therein and in any other inter-modal exchange hub with other forms of public transport, such as bus or tram;

Or. en

Amendment 240
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Paragraph 13 b (new)

Motion for a resolution

Amendment

13b. *Calls for EU measures to remove the legislative, administrative, and cross-border obstacles that hamper multimodal transport within the European economy, developed in cooperation with stakeholders; notes that such multimodal vision should be elaborated upon in the next NAIADES action programme; calls for further incentives for the development of intermodal port platforms;*

Or. en

Amendment 241
Ciarán Cuffe, Tilly Metz

Motion for a resolution
Paragraph 13 c (new)

Motion for a resolution

Amendment

13c. *Advocates for including minimum requirements for e-bike charging facilities in the sustainable urban mobility plans, as well as minimum number of parking spaces adequate for bicycles with larger dimensions, such as three-wheeled bikes for people with limited mobility and cargo bikes, both in public and private spaces;*

Or. en

Amendment 242
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Paragraph 13 c (new)

Motion for a resolution

Amendment

13c. Calls for the modal increase of rail mobility and freight and its interconnection with other transport modes within urban framework; calls in this regard for the improvement of the existing regulatory framework and reduction of technological and operational barriers;

Or. en

Amendment 243

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 13 d (new)

Motion for a resolution

Amendment

13d. Stresses that the completion of ERTMS integration has to be achieved until 2030 as a matter of urgency;

Or. en

Amendment 244

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 13 e (new)

Motion for a resolution

Amendment

13e. Highlights the importance of the level playing field between rail transport providers and their equal access to urban infrastructure as well as the revision of track access in order to improve the rail competitiveness in urban transport framework and to provide sustainable, affordable and attractive transport

solution for passengers and freight;

Or. en

Amendment 245

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 13 f (new)

Motion for a resolution

Amendment

13f. Encourages Member states to integrate barrier-free accessibility to urban transport services in their Sustainable Urban Mobility Plans (SUMPs) recalls the need to better integrate the EU road safety targets and actions into the guidelines on the sustainable urban mobility plans by monitoring and promoting best practices;

Or. en

Amendment 246

Ciarán Cuffe

Motion for a resolution

Paragraph 14

Motion for a resolution

Amendment

14. Stresses that urban mobility ambitions and targets require adequate, long-term financing; calls, in this regard, for a mix of sufficient public, *private* and European funding and the swift implementation of the relevant existing EU programmes and projects; further calls for ambitious urban mobility financing beyond the 2021-2027 multiannual financial framework;

14. Stresses that urban mobility ambitions and targets require adequate, long-term financing, ***even more so in light of rising costs due to the energy crisis provoked by the war in Ukraine, as well as other non-financial support instruments;*** calls, in this regard, for a mix of sufficient public ***national*** and European funding, ***including the involvement of the European Investment Bank,*** and the swift implementation of the relevant existing EU programmes and projects, ***allowing an***

increase in the funding available, including direct allocation to local authorities where possible, while paying particular attention to the needs of smaller cities and towns; further calls for ambitious urban mobility financing beyond the 2021-2027 multiannual financial framework;

Or. en

Amendment 247
João Pimenta Lopes

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Stresses that urban mobility ambitions and targets require adequate, long-term *financing*; calls, in this regard, for a mix of sufficient public, *private* and European funding and the swift implementation of the relevant existing EU programmes and projects; further calls for ambitious urban mobility financing beyond the 2021-2027 multiannual financial framework;

Amendment

14. Stresses that urban mobility ambitions and targets require adequate, long-term *public investments*; calls, in this regard, for a mix of sufficient public and European funding and the swift implementation of the relevant existing EU programmes and projects; further calls for ambitious urban mobility financing beyond the 2021-2027 multiannual financial framework;

Or. en

Amendment 248
Carlo Fidanza

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Stresses that urban mobility ambitions and targets require adequate, long-term financing; calls, in this regard, for a mix of sufficient public, private and European funding and the swift

Amendment

14. Stresses that urban mobility ambitions and targets require adequate, long-term financing; calls, in this regard, for a mix of sufficient public, private and European funding and the swift

implementation of the relevant existing EU programmes and projects; further calls for ambitious urban mobility **financing** beyond the 2021-2027 multiannual financial framework;

implementation of the relevant existing EU programmes and projects; further calls for ambitious **financing for urban mobility and for extra-urban mobility forms and infrastructure that enable connections, intermodality and the prerequisite of the provision of services to counter depopulation in towns and villages** beyond the 2021-2027 multiannual financial framework;

Or. it

Amendment 249

Lucia Vuolo

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Stresses that urban mobility ambitions and targets require adequate, long-term financing; calls, in this regard, for a mix of sufficient public, private and European funding and the swift implementation of the relevant existing EU programmes and projects; further calls for ambitious urban mobility financing beyond the 2021-2027 multiannual financial framework;

Amendment

14. Stresses that urban mobility ambitions and targets require adequate, long-term financing; calls, in this regard, for a mix of sufficient public, private and European funding and the swift implementation of the relevant existing EU programmes and projects; further calls for ambitious urban mobility financing beyond the 2021-2027 multiannual financial framework **and reiterates the need to support and train regional and local authorities in the mechanisms and opportunities offered by the European Union**;

Or. it

Amendment 250

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska

Motion for a resolution

Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. *Stresses the cases of extremely long border waiting times for road freight transport that in some cases cause the disruption of urban mobility systems and all types of transport; stresses that such occurrences negatively affecting border towns and areas and has direct impact on air quality and noise pollution while deteriorating health of European citizens; increases the risk of road accidents and damages the infrastructure. therefore, calls for the introduction of an EU-wide standard of an average 1-minute time for processing and controls of heavy-duty vehicles at EU borders, including sanctions in case of its non-compliance;*

Or. en

Amendment 251

Vlad Gheorghe, Jan-Christoph Oetjen

Motion for a resolution

Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. *Stresses the need for a continuous monitoring by the Commission of various factors determining the quality of urban transport services so as to evaluate the implementation of the current relevant legislation and address its shortcomings; underlines in this regard that national local authorities need to regularly share with the Commission statistical information on public transport provision, air quality, urban mobility accidents, passenger flows, commuting patterns, data about cycling, car sharing and other developing mobility modes;*

Or. en

Amendment 252
Ciarán Cuffe

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Considers that effective CO₂ taxes are an important tool of climate-friendly mobility policies; insists in this regard that revenues from CO₂ taxes should be channelled into the funding of rail, public transport and cycling network funding in order to accelerate the necessary modal shift within the ecological transition;

Or. en

Amendment 253
Isabel García Muñoz, Marcos Ros Sempere, Andreas Schieder

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Welcomes the Commission's proposal to improve the 19 sustainable urban mobility indicators by 2022; furthermore calls on the Commission to prioritise the allocation of funds to projects based on SUMP's aimed at improving these indicators;

Or. en

Amendment 254
João Pimenta Lopes

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Calls for the strengthening of collective negotiation and bargaining mechanisms in order to eliminate any form of discrimination and unequal treatment, eradicate job insecurity, and enhance careers and incomes in the transport sector;

Or. en

Amendment 255

Andreas Schieder, Isabel García Muñoz, Rovana Plumb

Motion for a resolution

Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Calls for a dedicated EU funding instrument to support cleaner, more digitalised rolling stocks and infrastructure;

Or. en

Amendment 256

Ciarán Cuffe, Karima Delli

Motion for a resolution

Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Notes that decarbonisation is often easier in urban areas given, among other things, greater population density, and that therefore decarbonisation should take place significantly quicker in these areas;

Or. en

Amendment 257

Andreas Schieder, Rovana Plumb

**Motion for a resolution
Paragraph 14 b (new)**

Motion for a resolution

Amendment

14b. Calls on the Commission to extend the current list of urban nodes to include additional cities located on the TEN-T corridors and to provide more technical and financial support to help new urban nodes create and update their SUMP; Stresses that better involvement of local authorities in the governance of TEN-T corridors and the definition of relevant criteria to assess SUMP could be improved through the creation of collaboration mechanisms;

Or. en

**Amendment 258
Ciarán Cuffe**

**Motion for a resolution
Paragraph 14 b (new)**

Motion for a resolution

Amendment

14b. Given differing mobility patterns and needs between women and men, the SUMP guidelines should incorporate stronger gender mainstreaming^{1a};

**^{1a} Study requested by the FEMM
Committee: Women and Transport**

Or. en

**Amendment 259
Andreas Schieder, Rovana Plumb**

Motion for a resolution

Paragraph 14 c (new)

Motion for a resolution

Amendment

14c. Calls for financial and non-financial support instruments such as a dedicated budget under the Connecting Europe Facility to support local and regional authorities to meet the new requirements applicable to urban nodes;

Or. en

Amendment 260 Ciarán Cuffe

Motion for a resolution Paragraph 14 b (new)

Motion for a resolution

Amendment

14b. Strongly believes that the energy crisis precipitated by the war in Ukraine demonstrates an even greater need to eliminate all dependence on fossil fuels, which had it been followed before would have left the EU in a better position when it comes to energy security;

Or. en

Amendment 261 Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution Paragraph 15

Motion for a resolution

Amendment

15. Supports the integration of **the** freight **dimension** into sustainable urban mobility plans in order to accelerate sustainable urban logistics plans and **low-emissions** solutions to city freight transport, including rail and inland

15. Supports the integration of **zero-emission** freight **logistics** into sustainable urban mobility plans in order to accelerate sustainable urban logistics plans and **zero-emission** solutions to city freight transport, including rail and inland waterways, with

waterways, with the use of new distribution models, dynamic routing and multimodal connections;

the use of new distribution models, dynamic routing, *zero-emission fleets* and multimodal connections;

Or. en

Amendment 262

Ciarán Cuffe, Karima Delli

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Supports the integration of the freight dimension into sustainable urban mobility plans in order to accelerate sustainable urban logistics plans and *low-emissions* solutions to city freight transport, including rail and inland waterways, with the use of new distribution models, dynamic routing and multimodal connections;

Amendment

15. Supports the integration of the freight dimension into sustainable urban mobility plans in order to accelerate sustainable urban logistics plans and *to duly contribute to climate neutrality through zero-emissions* solutions to city freight transport, including rail, *commercial cargo bikes* and inland waterways, with the use of new distribution models, dynamic routing and multimodal connections; *stresses the importance of decarbonising urban logistics, by means of zero-emissions vehicles and particularly adapted electric cargo-bike solutions; welcomes existing initiatives in EU cities that restrict the circulation of heavy goods vehicles in urban areas at certain peak times;*

Or. en

Amendment 263

Isabel García Muñoz, Andreas Schieder

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Supports the integration of the freight dimension into sustainable urban

Amendment

15. Supports the integration of the freight dimension into sustainable urban

mobility plans in order to accelerate sustainable urban logistics plans and low-emissions solutions to city freight transport, including rail and inland waterways, with the use of new distribution models, dynamic routing and multimodal connections;

mobility plans in order to accelerate sustainable urban logistics plans and low-emissions solutions to city freight transport, including rail and inland waterways, with the use of new distribution models, dynamic routing, *cycle logistics* and multimodal connections;

Or. en

Amendment 264

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution Paragraph 15

Motion for a resolution

15. Supports the integration of the freight dimension into sustainable urban mobility plans in order to accelerate sustainable urban logistics plans and low-emissions solutions to city freight transport, including rail and inland waterways, with the use of new distribution models, dynamic routing and multimodal connections;

Amendment

15. Supports the integration of the freight dimension into sustainable urban mobility plans in order to accelerate sustainable urban logistics plans (*SULPs*) and low-emissions solutions to city freight transport, including rail and inland waterways, with the use of new distribution models, dynamic routing and multimodal connections;

Or. en

Amendment 265

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution Paragraph 15 – point 1 (new)

Motion for a resolution

Amendment

(1) *Reiterates the important link between transport, urban planning, air quality and liveable cities, in which affordable, reliable and inclusive public transport forms the backbone of city travel and active transport modes such as*

walking and cycling should be key in every European city;

Or. en

Amendment 266

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 15 – point 2 (new)

Motion for a resolution

Amendment

(2) Calls upon all EU cities to speed-up the transition towards zero-emission city logistics in the context of growing e-commerce demand. Cities are encouraged to not only explore on technical solutions such as for example the electrification of fleet and optimal routing, but also make a reflection on limiting freight city-traffic by consolidation and collaborative hubs as for example neighbourhood points, shared micro-hubs, parcel lockers and other best practices;

Or. en

Amendment 267

Ciarán Cuffe, Tilly Metz

Motion for a resolution

Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. Points out that commercially-used cargo bikes are in many instances more efficient and sustainable than light commercial vehicles in urban mobility settings; calls on the Commission to analyse data from cycle logistics hubs of companies using cargo bikes in their supply chain;

Amendment 268

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. Highlights that urban logistics should be treated as an integral part of urban planning in order to ensure the efficiency of urban freight services and to avoid situation of interference and disruption in regards to the rest of the participants;

Amendment 269

Ciarán Cuffe

Motion for a resolution

Paragraph 16

Motion for a resolution

Amendment

16. Calls on the Member States to ensure the availability of recharging and alternative fuels refuelling infrastructure, pursuant to the alternative fuels infrastructure regulation; invites the Member States to collaborate with the Commission to create incentives for individuals and businesses to take up **zero- and low-carbon** modes of transport;

16. Calls on the Member States to ensure the availability of recharging and alternative fuels refuelling infrastructure, pursuant to the alternative fuels infrastructure regulation, **in cooperation with local and regional authorities**; invites the Member States to collaborate with the Commission to create incentives for individuals and businesses to take up **zero-emission** modes of transport;

Amendment 270

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Calls on the Member States to ensure the availability of recharging and alternative fuels refuelling infrastructure, pursuant to the alternative fuels infrastructure regulation; invites the Member States to collaborate with the Commission to create incentives for individuals and businesses to take up **zero- and low-carbon** modes of transport;

Amendment

16. Calls on the Member States to ensure the **public** availability of recharging and alternative fuels refuelling infrastructure, pursuant to the alternative fuels infrastructure regulation; invites the Member States to collaborate with the Commission to create incentives for individuals and businesses to take up **zero-emission** modes of transport;

Or. en

Amendment 271

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Calls on the Member States to ensure the availability of recharging and alternative fuels refuelling infrastructure, pursuant to the alternative fuels infrastructure regulation; invites the Member States to collaborate with the Commission to create incentives for individuals and businesses to take up zero- and low-carbon modes of transport;

Amendment

16. Calls on the Member States to ensure the availability of recharging and alternative fuels refuelling infrastructure **(in urban, peri-urban and rural areas) that takes into account the specificities of all vehicle categories**, pursuant to the alternative fuels infrastructure regulation; invites the Member States to collaborate with the Commission to create incentives for individuals and businesses to take up zero- and low-carbon modes of transport;

Or. en

Amendment 272

Carlo Fidanza

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Calls on the Member States to ensure the availability of recharging and alternative fuels refuelling infrastructure, pursuant to the alternative fuels infrastructure regulation; invites the Member States to collaborate with the Commission to create incentives for individuals and businesses to take up zero- and low-carbon modes of transport;

Amendment

16. Calls on the Member States to ensure the availability of recharging and alternative fuels refuelling infrastructure, pursuant to the alternative fuels infrastructure regulation; invites the Member States to collaborate with the Commission to create incentives for individuals and businesses to take up zero- and low-carbon modes of transport, ***in a simplified legislative framework for urban planning and the granting of authorisation***;

Or. it

Amendment 273

Andreas Schieder, Rovana Plumb, Isabel García Muñoz

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Calls on the Member States to ensure the availability of recharging and alternative fuels refuelling infrastructure, pursuant to the alternative fuels infrastructure regulation; invites the Member States to collaborate with the Commission to create incentives for individuals and businesses to take up zero- and low-carbon modes of transport;

Amendment

16. Calls on the Member States to ensure, ***in cooperation with local and regional authorities***, the availability of recharging and alternative fuels refuelling infrastructure, pursuant to the alternative fuels infrastructure regulation; invites the Member States to collaborate with the Commission to create incentives for individuals and businesses to take up zero- and low-carbon modes of transport;

Or. en

Amendment 274

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska

Motion for a resolution

Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. *Highlights the importance of low and zero carbon mobility alternative fuels, as well as circular economy in order to achieve EU's ambitious climate goals; notes in this regard that conversion of combustion engine vehicles to electric ones has a great potential to reduce greenhouse gas emissions in an inclusive and more affordable way; therefore underlines that homogenization of the rules and conditions at EU level would be of crucial importance to support retrofit industry; invites Member States and the Commission to work in collaboration in order to develop various financial, fiscal and regulatory incentives to encourage private and business users to convert from existing combustion engine vehicles to electric engines;*

Or. en

Amendment 275

Ciarán Cuffe

Motion for a resolution

Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. *Underlines the fact that corporate vehicle fleets (of both passenger vehicles and vans) across the EU account for 20% of total light and heavy-duty vehicles, but are responsible for half the emissions from road transport; Calls on the Commission to propose a new Zero Emission Fleets Regulation mandating any company with a fleet size of 25 vehicles or more to acquire at least half of its new cars and vans as zero emission vehicles from 2025 and 100% from 2030, as well as requiring high-mileage fleets*

*(i.e. taxi, private hire, delivery vans, etc.)
in urban areas to go zero emission by
2030;*

Or. en

Amendment 276
Carlo Fidanza

Motion for a resolution
Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Underlines that rail and public transport safe space-intensive disused and obsolescent facilities, such as stations, surfaces, warehouses and disused mechanic workshops even while still owned by the company, may offer functional solutions for activities with direct benefits to the local communities, such as no-profit initiatives, farmers markets, other than large-scale solidarity initiative, while ensuring sustainable use of public spaces in the urban environment;

Or. en

Amendment 277
Isabel García Muñoz, Marcos Ros Sempere, Andreas Schieder

Motion for a resolution
Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Highlights that basic charging infrastructure should be provided to facilitate the regular use of electric bicycles and electric cargo bikes given the rapid uptake of their sales; asks the Commission and Member States to increment and facilitate access to this

infrastructure and to take the opportunity that the revision of the EPBD gives to this aim;

Or. en

Amendment 278
Carlo Fidanza

Motion for a resolution
Paragraph 16 b (new)

Motion for a resolution

Amendment

16b. *Calls on Member States to ensure that a sufficient number of publicly accessible fixed or mobile, on-grid or off-grid recharging points is installed in urban areas to encourage the integration of electric vehicles into the electricity system. Stresses, in particular, that off-grid solutions will reduce the impact of private electric vehicles on the electricity distribution grid and will contribute to a more rapid take-up of electric vehicles by European citizens*

Or. en

Amendment 279
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Paragraph 16 b (new)

Motion for a resolution

Amendment

16b. *Encourages the uptake of latest vehicle technologies as state-of-the-art passenger cars, vans, trucks and buses play an important role in urban transport by providing smart, sustainable, safe, affordable and efficient individual and collective transport solutions and*

logistics;

Or. en

Amendment 280
Ciarán Cuffe

Motion for a resolution
Paragraph 16 b (new)

Motion for a resolution

Amendment

16b. Welcomes the ‘EU Save Energy’ recommendations on lowering speeds to save energy which not only helps reduce energy consumption, but also brings benefits in terms of road safety;

Or. en

Amendment 281
Ciarán Cuffe

Motion for a resolution
Paragraph 16 c (new)

Motion for a resolution

Amendment

16c. Points to the correlation between vehicle size and mass and its overall energy consumption, as well as the increased risk towards third parties, particularly vulnerable road users; considers that the Clean Vehicles Directive has a role to play through public procurement, not only in promoting zero-emission fleets of buses and other public transport service vehicles, but also in promoting the use of smaller and lighter cars used by the public services and authorities;

Or. en

Amendment 282

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 16 c (new)

Motion for a resolution

Amendment

16c. Stresses that addressing transport-related issues of lower income and special needs groups (such as the disabled and the elderly) as well as connectivity issues between rural, peri-urban, and urban areas are a priority for cities and therefore invites Member States to consider offering ‘mobility vouchers’ that people can then allocate freely to their mobility choices;

Or. en

Amendment 283

Ciarán Cuffe

Motion for a resolution

Paragraph 17

Motion for a resolution

Amendment

17. Highlights that **AI and** digitalisation improve efficiency, safety and affordability, and decrease greenhouse gas emissions;

17. Highlights that digitalisation **can** improve efficiency, safety and affordability, and decrease greenhouse gas emissions; **stresses that available technology allows for seamless multimodal integration, including single-ticketing, provided that scheduling and real-time data is properly shared by the different operators;**

Or. en

Amendment 284

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Highlights that **AI** and digitalisation improve efficiency, **safety and affordability, and decrease** greenhouse gas emissions;

Amendment

17. Highlights that **artificial intelligence** and digitalisation improve efficiency, **which decreases** greenhouse gas emissions, **while at the same time transport becomes safer, more efficient and sustainable, and affordable**;

Or. en

Amendment 285
Andreas Schieder, Rovana Plumb, Isabel García Muñoz

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Highlights that AI and digitalisation **improve** efficiency, safety and affordability, and decrease greenhouse gas emissions;

Amendment

17. Highlights that AI and digitalisation **can play a key role in improving** efficiency, safety and affordability, and decrease greenhouse gas emissions;;

Or. en

Amendment 286
Valter Flego

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Highlights that AI and digitalisation improve efficiency, safety and affordability, and decrease greenhouse gas emissions;

Amendment

17. Highlights that AI and digitalisation improve efficiency, safety and affordability, and decrease greenhouse gas emissions; **in this regard underlines that fully autonomous or highly automated vehicles will be commercially available in the coming years and that appropriate**

regulatory frameworks, ensuring their safe operation and providing for a clear regime governing liability, need to be in place as soon as possible in order to address the resulting changes, including interaction between autonomous vehicles and infrastructure and other users

Or. en

Amendment 287

Vlad Gheorghe, Jan-Christoph Oetjen, Ondřej Kovařík

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Highlights that AI and digitalisation improve efficiency, safety and affordability, and decrease greenhouse gas emissions;

Amendment

17. Highlights that AI and digitalisation improve efficiency, safety and affordability, and decrease greenhouse gas emissions; *stresses that AI applied to urban transport should serve the goals of traffic congestion relief, major service predictability and customer satisfaction;*

Or. en

Amendment 288

Carlo Fidanza

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Highlights that AI and digitalisation improve efficiency, safety and affordability, and decrease greenhouse gas emissions;

Amendment

17. Highlights that AI and digitalisation improve efficiency, safety and affordability, and decrease greenhouse gas emissions; *stresses the need, in that context, to protect the security and confidentiality of data produced and collected;*

Or. it

Amendment 289

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Highlights that AI and digitalisation improve efficiency, safety and affordability, and decrease greenhouse gas emissions;

Amendment

17. Highlights that AI and digitalisation ***can be an additional tool to*** improve efficiency, safety and affordability, and ***potentially*** decrease greenhouse gas emissions;

Or. en

Amendment 290

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Calls on the Member States and the Commission to support European cities in overcoming the challenges related to data collection on active mobility through the Revision of the Framework of the Intelligent Transport Systems Directive and the Data Act to better serve the needs of active mobility and to prioritise the development of ITS-based services to improve the convenience and reliability of public transport;

Or. en

Amendment 291

Jürgen Warborn

Motion for a resolution

Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *Notes the potential to increase the general efficiency of the transport system through the deployment of AI in vehicles, traffic management systems and optimized public transport planning, which may in combination shorten travel times and reduce congestion, pollution and costs.*

Or. en

Amendment 292
Rovana Plumb

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *Emphasises the importance to develop those technologies bringing zero-emission vessels and aircraft to the market, to develop and deploy cooperative, connected and automated mobility, and to enable more efficient and modern traffic management;*

Or. en

Amendment 293
Rovana Plumb

Motion for a resolution
Paragraph 17 b (new)

Motion for a resolution

Amendment

17b. *Supports the equipping critical road sections and accident prone points (e.g., tunnels, bridges, large congested areas) with adequate ITS and providing ITS services at locations and areas on*

critical road segments will lead to quick wins in terms of safety and road efficiency;

Or. en

Amendment 294
Jürgen Warborn

Motion for a resolution
Paragraph 17 b (new)

Motion for a resolution

Amendment

17b. Brings attention to the fact that progress in reducing EU road fatality rates has stagnated in the last two decades and considers a broader deployment of AI safety features in vehicles to be the most important tool to accelerate towards Vision Zero.

Or. en

Amendment 295
Jürgen Warborn

Motion for a resolution
Paragraph 17 c (new)

Motion for a resolution

Amendment

17c. Underlines that the deployment of AI in transport can eliminate human error and make transport safer. Autonomous vehicles equipped with AI systems that scan their surroundings and react instantly have the potential to substantially reduce accidents and death tolls, literally saving lives.

Or. en

Amendment 296

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Calls for the further development and implementation of ‘mobility as a service’ (MaaS) across Europe;

Amendment

18. Calls for the further development and implementation of ***Multimodal Digital Mobility Services (MDMS)*** such as ‘mobility as a service’ (MaaS) across Europe ***that ensures a level playing field between transport providers; stresses that Maas is a vital tool for Multimodal Hubs integrating all mobility services and parking and thus providing information on the best services available taking into account the cost and duration of travel and allowing single ticketing;***

Or. en

Amendment 297

Carlo Fidanza

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Calls for the further development and implementation of ‘mobility as a service’ (MaaS) across Europe;

Amendment

18. Calls for the further development and implementation of ‘mobility as a service’ (MaaS) across Europe ***and hopes that platforms that can provide digital services for identifying, reserving and the ticketing/selling of transport services and modes will remain under public control or protection in order to prevent monopolisation and behaviour detrimental to competitiveness and competition;***

Or. it

Amendment 298
Ciarán Cuffe, Karima Delli

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Calls for the further development and implementation of ‘mobility as a service’ (MaaS) across Europe;

Amendment

18. Calls for the further development and implementation of ‘mobility as a service’ (MaaS) across Europe, **further incorporating the zero-emissions ambition as a core objective therein, and retaining public transport as its backbone;**

Or. en

Amendment 299
Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Calls for the further development and implementation of ‘mobility as a service’ (MaaS) across Europe;

Amendment

18. Calls for the further development and implementation of ‘mobility as a service’ (MaaS) across Europe **putting public transport at the core of this ecosystem;**

Or. en

Amendment 300
Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Calls for the further development and implementation of ‘mobility as a service’ (MaaS) across Europe;

Amendment

18. Calls for the further development and implementation of ‘mobility as a service’ (MaaS) **and integration with public transport** across Europe;

Amendment 301
Roman Haider, Georg Mayer

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Stresses that the transition to sustainable forms of mobility requires attractive ‘first and last mile’ solutions to ensure comfortable door-to-door services; stresses, in this context, that, especially in areas affected by urban sprawl, scheduled services should be complemented by flexible on-demand or sharing services, such as public on-demand bus services or e-scooter, e-bike or car-sharing services;

Or. de

Amendment 302
Rovana Plumb

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Stresses the need to boost the swift deployment of green, user-centric, integrated mobility solutions for people and goods, private and public stakeholders in order to ensure that novel mobility solutions are designed around people's needs and offer all citizens access to a new generation of clean, safe, affordable, and equitable travel options;

Or. en

Amendment 303
Ciarán Cuffe

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Considers that investing in infrastructure and an adequate service for a public system of shared bicycles and electric bicycles in urban areas, duly enhanced by digital technology, contributes to the threefold objective of reducing emissions and air pollution, promoting active mobility, and minimising congestion;

Or. en

Amendment 304
Vlad Gheorghe, Jan-Christoph Oetjen

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Calls on the Commission to support regional and local authorities in providing secure bicycle parking at train stations, airports, maritime ports. Stresses that bicycle parking areas should have spaces dedicated to e-bikes including e-cargo bikes, and provide charging point and where possible repair points;

Or. en

Amendment 305
Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. *Underlines the importance of the engagement of public and private stakeholders in a collaboration and constructive dialogue between society, local authorities, and businesses to achieve sustainable mobility of people and transport of goods in urban areas;*

Or. en

Amendment 306

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

**Motion for a resolution
Paragraph 18 b (new)**

Motion for a resolution

Amendment

18b. *Considers the need to provide a local policy framework and private-public partnerships capable of supporting industry and mobility operators launching innovative and sustainable business models and new urban mobility technologies, such as operating autonomous vehicles; notes that this can be facilitated by aligning regulations on urban access policies to realise economies of scale and lower costs;*

Or. en

**Amendment 307
Rovana Plumb**

**Motion for a resolution
Paragraph 18 b (new)**

Motion for a resolution

Amendment

18b. *Calls on the Member States to*

ensure interoperable EU-wide real-time traffic information, which should be available to service providers and developers, to facilitate the creation of travel information websites, online journey planners and other applications and services for citizens and logistics operators;

Or. en

Amendment 308

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

**Motion for a resolution
Paragraph 18 c (new)**

Motion for a resolution

Amendment

18c. Calls for an urgent upgrade of the physical and digital infrastructure in cities in order to ensure the safe deployment of automated driving, with harmonization of traffic rules across member States and local authorities;

Or. en

Amendment 309

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

**Motion for a resolution
Paragraph 18 d (new)**

Motion for a resolution

Amendment

18d. Highlights the importance of user-friendly multimodal ticketing and payment methods;

Or. en

Amendment 310

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 18 e (new)

Motion for a resolution

Amendment

18e. Stresses the importance that passengers should have a seamless user experience when using their urban mobility solution and in connecting with long-distance travel options. In order to achieve seamless ticketing in such cases, sector-based solutions should be supported and considered as the starting point when improving multimodal ticketing.

Or. en

Amendment 311

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 18 f (new)

Motion for a resolution

Amendment

18f. Underlines that the alternative fuels recharging and refuelling infrastructure shall be part of multimodal hubs and terminals.

Or. en

Amendment 312

Ciarán Cuffe, Karima Delli

Motion for a resolution

Paragraph 19

Motion for a resolution

19. Stresses the importance of **smart parking management, as it offers** significant potential to reduce emissions, avoid congestion and save time; calls for the use of smart parking mobile apps to be enhanced in order to facilitate access to parking spaces and park-and-ride facilities, and to increase their availability and the range of payment methods;

Amendment

19. Stresses the importance of **deploying park-and-ride and kiss-and-ride drop-off intermodal exchange nodes at the external city accesses with associated fare benefits for regular users, as they offer** significant potential to reduce emissions, avoid congestion and save time; calls for the use of smart parking mobile apps to be enhanced in order to facilitate access to parking spaces and park-and-ride facilities, and to increase their availability and the range of payment methods;

Or. en

Amendment 313

Carlo Fidanza

Motion for a resolution

Paragraph 19

Motion for a resolution

19. Stresses the importance of smart parking management, as it offers significant potential to reduce emissions, avoid congestion and save time; calls for the use of smart parking mobile apps to be enhanced in order to facilitate access to parking spaces and park-and-ride facilities, and to increase their availability and the range of payment methods;

Amendment

19. Stresses the importance of smart parking management, **particularly for park and rides**, as it offers significant potential to reduce emissions, avoid congestion and save time; calls for the use of smart parking mobile apps to be enhanced in order to facilitate access to parking spaces and park-and-ride facilities, and to increase their availability and the range of payment methods;

Or. it

Amendment 314

Ciarán Cuffe, Karima Delli

Motion for a resolution

Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. *Notes that cities and local authorities are directly facing most of the impacts of air pollution; recalls that exposure to fine particulate matter increases the number of premature deaths in Europe; underlines that road traffic is still a major source of air pollution in cities, especially nitrogen oxides; calls thus on the Commission, in order to improve air quality in cities, to swiftly propose ambitious Euro 7/VII rules, namely the next generation of vehicle air pollutants emissions limits, ensuring that brake particle emissions are included within the scope;*

Or. en

Amendment 315

Isabel García Muñoz, Andreas Schieder

Motion for a resolution

Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. *Urges Member States to support local authorities in developing and implementing sustainable urban mobility plans (SUMPSs) with a particular focus on the integration of housing policies with sustainable mobility and urban planning, paying particular attention to public transport and active mobility;*

Or. en

Amendment 316

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. Calls on local authorities to provide secure bicycle parking spaces at train stations, airports and maritime ports as well as in new, renovated and existing buildings through the Revision of the Energy Performance of Building Directive;

Or. en

Amendment 317

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

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

Motion for a resolution

Amendment

19b. Highlights that incentivising the purchase of bikes, including e-bikes, can play a key role in the shift to more sustainable mobility alternatives as well as to decarbonise transport and to prevent congestion; Points out that public cycling stations with pumps and bicycle repair facilities can contribute to an increase in bicycle use; In order to provide guidelines and a European Framework for cycling policies, the Commission must accelerate the work towards a European Cycling Strategy

Or. en

Amendment 318

Ciarán Cuffe

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

Motion for a resolution

Amendment

19b. Emphasises that all efforts

in decongestion will ultimately be to the benefit of the punctual use for emergency-related vehicles, such as ambulances, firefighting trucks or police vehicles, which will be able to reach their destinations much quicker and safer, as well as taxi services used by citizens when the occasion requires it;

Or. en

Amendment 319
Andreas Schieder, Rovana Plumb

Motion for a resolution
Paragraph 19 c (new)

Motion for a resolution

Amendment

19c. Notes that even if e-mobility can only alleviate but not eliminate the problems in the city, Underlines that as stated in the Commission's assessment, the deployment of recharging points for E-Vehicles will contribute to accelerate the switch to sustainable mobility and to decarbonize the transport; Stresses in that regard that bicycle parking spaces should include areas dedicated to e-bikes and e-cargo bikes as well as recharging points;

Or. en

Amendment 320
Ciarán Cuffe

Motion for a resolution
Paragraph 19 c (new)

Motion for a resolution

Amendment

19c. Deeply regrets the Commission's decision to again delay the Euro 7/VII proposal within its 2022 Work Programme, which casts doubt over its

“Zero Pollution Ambition” and its commitment to the European Green Deal, and jeopardises the industry’s ability to plan the required engineering changes;

Or. en

Amendment 321

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 20

Motion for a resolution

Amendment

20. Notes with concern that urban vehicle access regulations (UVARs) are leading to further fragmentation of the single European transport area, while also going against the principles of the single market; highlights in this regard the importance of smart solutions better informing drivers about their compliance with certain rules;

deleted

Or. en

Amendment 322

Ciarán Cuffe

Motion for a resolution

Paragraph 20

Motion for a resolution

Amendment

20. Notes with concern that urban vehicle access regulations (UVARs) are leading to further fragmentation of the single European transport area, while also going against the principles of the single market; highlights in this regard the importance of smart solutions better informing drivers about their compliance with certain rules;

20. Welcomes that urban vehicle access regulations (UVARs) are becoming mainstream in European cities, as they are a crucial tool in helping urban areas address the negative externalities of road transport, particularly in reducing congestion, emissions and air pollution; highlights that the Court of Justice recognized that UVARs do not create obstacles to the Single Market^{1a} and

*considers that they should be promoted in order to improve liveability in cities and foster modal shift, as they make active modes and public transport more attractive and competitive; highlights in this regard the importance of **Low Emission Zones in improving air quality and the need to consistently enforce** compliance with *those* rules;*

^{1a} Judgment in Joined Cases C-177/19 P Germany - Ville de Paris and Others v Commission, C-178/19 P Hungary - Ville de Paris and Others v Commission and C-179/19 P Commission v Ville de Paris and Others

Or. en

Amendment 323

Andreas Schieder, Rovana Plumb, Isabel García Muñoz

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Notes *with concern that urban vehicle access regulations (UVARs) are leading to further fragmentation of the single European transport area, while also going against the principles of the single market; highlights* in this regard the importance of smart solutions better *informing* drivers about *their* compliance *with certain rules;*

Amendment

20. Notes *that* UVARs *are increasingly being used in* European cities *to reduce the negative externalities caused by road traffic, such as noise, congestion and air pollution; stresses, however, that cities must nevertheless remain accessible to all, as restricting access to an urban area for specific vehicles or users can lead to discrimination among citizens; stresses that the Court of Justice has recognized that UVARs do not constitute barriers to the internal market; in this context, underlines* the importance of smart solutions *to* better *inform* drivers about compliance *and cross-border enforcement;*

Or. en

Amendment 324

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Notes with concern that urban vehicle access regulations (UVARs) are leading to further fragmentation of the single European transport area, while also going against the principles of the single market; highlights in this regard the importance of smart solutions better informing drivers about their compliance with certain rules;

Amendment

20. Notes with concern that urban vehicle access regulations (UVARs) are leading to further fragmentation of the single European transport area, while also going against the principles of the single market; highlights in this regard the importance of smart solutions better informing drivers about their compliance with certain rules; ***Common European standards and technological solutions will allow for seamless access to all such zones. Those standards shall be based on data and allow for the UVARs in the zones where is it proven that the emission count is extreme;***

Or. en

Amendment 325

Carlo Fidanza

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Notes with concern that urban vehicle access regulations (UVARs) are leading to further fragmentation of the single European transport area, while also going against the principles of the single market; highlights in this regard the importance of smart solutions better informing drivers about their compliance with certain rules;

Amendment

20. Notes with concern that urban vehicle access regulations (UVARs) are leading to further fragmentation of the single European transport area, while also going against the principles of the single market; highlights in this regard the importance of smart solutions better informing drivers about their compliance with certain rules, ***without penalising those on lower incomes by forcing them to***

adopt electronic and fuel systems that cost so much that transport becomes inefficient or mobility itself impossible;

Or. it

Amendment 326

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. Underlines that different UVARs in the EU are generating additional costs for urban logistics that could be avoided;

Or. en

Amendment 327

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 20 b (new)

Motion for a resolution

Amendment

20b. Stresses that the UVARs weigh significantly on the daily mobility of low-medium income citizens and citizens from peri urban and rural areas and their socio-economic status; notes that this could also lead to further urbanisation; underlines that the UVARs present a negative factor for a local tourism.

Or. en

Amendment 328

Vlad Gheorghe, Jan-Christoph Oetjen

Motion for a resolution
Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. *Highlights that UVARs should be accompanied by impact assessments, as well as consultation, information and notification of the involved economic factors; stresses that local authorities should notify the Commission before introducing UVARs;*

Or. en

Amendment 329
Carlo Fidanza

Motion for a resolution
Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. **21. (new)** *reiterates that taxi services, because they are public and universal and charge administered fares, must be regarded as excluded from the scope of competition and, to this end, calls on the Commission to ensure that the Member States do not surreptitiously introduce this concept; points out, further, that private digital platforms for non-scheduled public transport can provide interconnectivity between supply and demand, but cannot act as intermediaries, as this would expose taxi services to market dynamics unconnected to their work; hopes that the Member States and local authorities, in agreement with the categories concerned, will devise solutions to ensure that taxi services that are available and efficient even at times of peak demand, without liberalising abnormal actions that would eat into operators' revenues during long daily periods of ordinary or low demand; calls,*

lastly, on the Member States and local authorities to take strong action to tackle illegal practices.

Or. it

Amendment 330

Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. Underlines the need for a harmonised European definition of car-sharing as well as a recognition of the role of car-sharing in contributing to sustainable urban mobility in the New Urban Mobility Framework to foster the transition from a model of owning cars to one of sharing mobility; Stresses in this regard the importance to offer cities with a harmonised framework to implement sustainable mobility solutions that are accessible and affordable for all; Highlights that car-sharing can contribute to solve societal concerns related to carbon emissions but also congestion issues and parking places shortages in urban areas;

Or. en

Amendment 331

Ciarán Cuffe

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. Welcomes local initiatives to tackle noise emissions from transport given the negative impact on human health and

biodiversity, including for example the use of noise radars in Paris; believes the Commission should identify and promote such initiatives including through its guidelines on SUMPs, and Member States should deploy such tools more widely;

Or. en

Amendment 332

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. Notes that multiple European cities are using different policy measures to reduce polluting traffic in their cities ranging from Low Emission Zones, to targeted delivery windows for freight, vignettes etc., where sharing best practices across cities and at European level will be key;

Or. en

Amendment 333

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

Motion for a resolution

Paragraph 20 c (new)

Motion for a resolution

Amendment

20c. Notes with concern in this regard that the upcoming Zero pollution package and primarily the new euro 7 standards can lead to further strengthening of the access rules for those zones and thus discriminate further mostly commuters from peri-urban and rural areas and medium low income households;

Amendment 334
João Pimenta Lopes

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Urges the Commission and the Member States to ***develop a common European*** transport and mobility data ***space***;

Amendment

21. Urges the Commission and the Member States to ***promote the sharing of*** transport and mobility data ***between Member States***; ***stresses that such data should be publicly owned and managed***;

Amendment 335
Andreas Schieder, Rovana Plumb, Isabel García Muñoz, Kathleen Van Brempt

Motion for a resolution
Paragraph 21 a (new)

Motion for a resolution

Amendment

21a. Points out that road transport aspects are becoming increasingly important due to their high impact on economic, environmental and social sustainability; Stresses in that regard that the exchange of best practices and the active involvement of citizens in terms of road safety, safe and adequate infrastructure, mobility transition, affordability of public transport, modal shift and the green transition plays a fundamental role within the European Union;

Amendment 336

Ciarán Cuffe

**Motion for a resolution
Paragraph 21 a (new)**

Motion for a resolution

Amendment

21a. Strongly urges the Commission not to delay any further legislative proposals it has promised that affect urban mobility, particularly multimodal ticketing; notes that a 2019 Eurobarometer study found that a single ticketing tool for all urban journeys in any European city would be the most useful for personal mobility;

Or. en

Amendment 337

Andrey Novakov, Marian-Jean Marinescu, Elżbieta Katarzyna Łukacijewska, Barbara Thaler

**Motion for a resolution
Paragraph 21 a (new)**

Motion for a resolution

Amendment

21a. Underlines the importance of addition of socio-economic data within scope of the collection and submission of the data to the Commission per urban node. Accessibility, affordability or user-friendliness of public and private mobility services and others shall be included.

Or. en

**Amendment 338
Ciarán Cuffe**

**Motion for a resolution
Paragraph 22**

Motion for a resolution

22. Urges the development of an appropriate legal and policy framework for the use of AI in smart mobility and transport;

Amendment

22. Urges the development of an appropriate legal and policy framework for the use of AI in ***sustainable and*** smart mobility and transport; ***stresses that digital solutions must be introduced in an inclusive and participatory way to achieve accessible transport for all user groups, and considers that while they may help improve public transport and user experience, they must neither replace staff and in-person services for users nor result in different levels of service for users based on digital skills and access to technology;***

Or. en

Amendment 339

Andreas Schieder, Rovana Plumb, Isabel García Muñoz

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Urges the development of an appropriate legal and policy framework for the use of AI in smart mobility and transport;

Amendment

22. Urges the development of an appropriate legal and policy framework for the use of AI in smart mobility and transport, ***whereby the ultimate responsibility must always lie within human control and not with the machine;***

Or. en

Amendment 340

Kathleen Van Brempt, Andreas Schieder, Vera Tax, Sara Cerdas

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Urges the development of an

Amendment

22. Urges the development of an

appropriate legal and policy framework for the use of AI in smart mobility and transport;

appropriate legal, *ethical* and policy framework for the use of AI in smart mobility and transport *and user-data*;

Or. en

Amendment 341
Vlad Gheorghe, Jan-Christoph Oetjen

Motion for a resolution
Paragraph 22 a (new)

Motion for a resolution

Amendment

22a. Highlights the increasing potential of air mobility in urban areas, particularly for the potential use of drones by wide public; underlines that Unmanned Aerial Vehicles have to be considered as a part of mobility framework and therefore their safety and security should be regulated, including a.o. to avoid noise and reduce privacy concerns;

Or. en

Amendment 342
Ciarán Cuffe

Motion for a resolution
Paragraph 22 a (new)

Motion for a resolution

Amendment

22a. Encourages the Commission, Member States and local authorities to mandate businesses to adopt sustainable mobility plans that facilitate the transition and related practices, including tailored benefits for those who choose public transport and active mobility options over private cars for their commute;

Or. en

Amendment 343
Ciarán Cuffe

Motion for a resolution
Paragraph 22 b (new)

Motion for a resolution

Amendment

22b. Suggests that a comprehensive impact assessment should be undertaken on urban air mobility before any measure or plan is adopted in this field, in order to properly evaluate the potential consequences in terms of safety, noise and other concerning aspects; considers that any future use of the urban air space should be restricted in volume and linked to a limited range of punctual emergency services;

Or. en

Amendment 344
Vlad Gheorghe, Jan-Christoph Oetjen, Ondřej Kovařík

Motion for a resolution
Paragraph 22 b (new)

Motion for a resolution

Amendment

22b. Urges the Commission and the Member States to increase research and investments in smart mobility, upskilling and reskilling, in order to contribute to the development of innovative transport solutions, low-emissions mobility solutions, modal shift and alternative fuels.

Or. en