



2023/2059(INI)

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AMENDMENTS

1 - 294

Draft report

Tom Berendsen

(PE750.225v01-00)

Building a comprehensive European port strategy
((2023/2059(INI))

Amendment 1
Jutta Paulus

Motion for a resolution
Citation 1 a (new)

Motion for a resolution

Amendment

- *having regard to the Agreement adopted at the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (COP21) in Paris on 12 December 2015 (the Paris Agreement);*

Or. en

Amendment 2
Benoît Lutgen

Motion for a resolution
Citation 1 a (new)

Motion for a resolution

Amendment

- *having regard to the Maritime Security Strategy Action Plan adopted by the European Council on 24 June 2014,*

Or. en

Amendment 3
Jutta Paulus

Motion for a resolution
Citation 1 b (new)

Motion for a resolution

Amendment

- *having regard to the Commission communication of 20 May 2020 entitled ‘EU Biodiversity Strategy for 2030: Bringing nature back into our lives’ (COM(2020)0380);*

Amendment 4
Benoît Lutgen

Motion for a resolution
Citation 1 b (new)

Motion for a resolution

Amendment

- ***having regard to Council conclusions on the revision of the EU Maritime Security Strategy Action Plan adopted by the European Council on 26 June 2018,***

Or. en

Amendment 5
Jutta Paulus

Motion for a resolution
Citation 1 c (new)

Motion for a resolution

Amendment

- ***having regard to the European Parliament resolution of 28 November 2019 on the climate and environment emergency;***

Or. en

Amendment 6
Jutta Paulus

Motion for a resolution
Citation 1 d (new)

Motion for a resolution

Amendment

- ***having regard to Directive 2007/60/EC of the European Parliament and of the Council of 23 October 2007 on the assessment and management of flood***

risks;

Or. en

Amendment 7
Jutta Paulus

Motion for a resolution
Citation 1 e (new)

Motion for a resolution

Amendment

– *having regard to Directive(EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources,*

Or. en

Amendment 8
Jutta Paulus

Motion for a resolution
Citation 1 f (new)

Motion for a resolution

Amendment

– *having regard to the EU Action Plan: 'Towards Zero Pollution for Air, Water and Soil'*

Or. en

Amendment 9
Jutta Paulus

Motion for a resolution
Citation 1 g (new)

Motion for a resolution

Amendment

– *having regard to the Ambient Air Quality Directive (2022/0347(COD))*

[under negotiation]

Or. en

Amendment 10

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Citation 4 a (new)

Motion for a resolution

Amendment

– *having regard to the Joint Communication to the European Parliament, the European Council and the Council on “European Economic Security Strategy” of 20 June 2023 (JOIN(2023) 20 final)*

Or. en

Amendment 11

João Pimenta Lopes

Motion for a resolution

Citation 5

Motion for a resolution

Amendment

– *having regard to the joint communication from the Commission and the High Representative of the Union for Foreign Affairs and Security Policy of 12 March 2019 entitled ‘EU-China – A strategic outlook’ (JOIN(2019)0005),*

deleted

Or. pt

Amendment 12

Andris Ameriks

Motion for a resolution

Citation 9 a (new)

Motion for a resolution

Amendment

– ***having regard to Regulation (EU) 2022/2560 of the European Parliament and of the Council of 14 December 2022 on foreign subsidies distorting the internal market,***

Or. en

Amendment 13

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Citation 9 a (new)

Motion for a resolution

Amendment

– ***having regard to Regulation (EU) 2022/2560 of the European Parliament and of the Council of 14 December 2022 on foreign subsidies distorting the internal market,***

Or. en

Amendment 14

Benoît Lutgen

Motion for a resolution

Citation 11 a (new)

Motion for a resolution

Amendment

– ***having regard to Regulation (EU) 2022/2560 of the European Parliament and of the Council of 14 December 2022 on foreign subsidies distorting the internal market^{2a},***

^{2a} OJ L 330, 23.12.2022, p. 1–45

Or. en

Amendment 15
João Pimenta Lopes

Motion for a resolution
Citation 12

Motion for a resolution

Amendment

– *having regard to Regulation (EU) 2019/452 of the European Parliament and of the Council of 19 March 2019 establishing a framework for the screening of foreign direct investments into the Union³,* *deleted*

³ *OJ L 79I, 21.3.2019, p. 1.*

Or. pt

Amendment 16
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution
Citation 12 a (new)

Motion for a resolution

Amendment

– *having regard to Regulation (EU) 2022/2560 of the European Parliament and of the Council of 14 December 2022 on foreign subsidies distorting the internal market*

Or. en

Amendment 17
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution
Citation 12 b (new)

Motion for a resolution

Amendment

– *having regard to the Commission Regulation (EC) No 906/2009 of 28 September 2009 on the application of*

Article 81(3) of the Treaty to certain categories of agreements, decisions and concerted practices between liner shipping companies (consortia),

Or. en

Amendment 18
João Pimenta Lopes

Motion for a resolution
Citation 16

Motion for a resolution

Amendment

– *having regard to its resolution of 16 September 2021 on a new EU-China strategy⁶,* *deleted*

⁶ *OJ C 117, 11.3.2022, p. 40.*

Or. pt

Amendment 19
João Pimenta Lopes

Motion for a resolution
Citation 18

Motion for a resolution

Amendment

– *having regard to its resolution of 12 March 2019 on security threats connected with the rising Chinese technological presence in the EU and possible action on the EU level to reduce them⁸,* *deleted*

⁸ *OJ C 23, 21.1.2021, p. 2.*

Or. pt

Amendment 20
Andris Ameriks

Motion for a resolution
Citation 18 a (new)

Motion for a resolution

Amendment

– *having regard to the Commission Regulation (EC) No 906/2009 of 28 September 2009 on the application of Article 81(3) of the Treaty to certain categories of agreements, decisions and concerted practices between liner shipping companies (consortia),*

Or. en

Amendment 21
Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution
Recital A

Motion for a resolution

Amendment

A. whereas our ports are the European Union's gateways to the world and as such play *a crucial* role in our economy, wealth and jobs, *both* by facilitating trade *and in the* energy transition;

A. whereas our ports are the European Union's gateways to the world and as such play *an increasingly important* role in our economy, wealth and jobs, by facilitating trade, *being nodes of energy, clusters of transformative and industrial activities (such as shipbuilding and steelmaking), blue economy, and as facilitators of military mobility; on top of their logistical role at the crossroads of supply chains, ports are crucial partners in getting Europe's economy and society through a realistic and concrete* energy transition *by enabling the production, supply and import of clean energies and technologies as well as by facilitating the supply chain for realising the Net-Zero Industry Plan;*

Or. en

Amendment 22
Andris Ameriks

Motion for a resolution
Recital A

Motion for a resolution

A. whereas our ports are the European Union's gateways to the world and as such play **a crucial** role in our economy, wealth and jobs, **both** by facilitating trade **and in** the energy transition;

Amendment

A. whereas our ports are the European Union's gateways to the world and as such play **an increasingly important** role in our economy, wealth and jobs, by facilitating trade, **being nodes of energy, clusters of industry and blue economy, and as facilitators of military mobility; on top of their logistical role at the crossroads of supply chains, ports are crucial partners in getting Europe's economy and society through** the energy transition **by enabling the production, supply and import of clean energies and technologies, including for hydrogen, as well as by facilitating the supply chain for realising the Net-Zero Industry Plan;**

Or. en

Amendment 23
Jutta Paulus

Motion for a resolution
Recital A

Motion for a resolution

A. whereas our ports are the European Union's gateways to the world and **as such** play a crucial role in **our economy, wealth and jobs, both by** facilitating trade and **in the** energy transition;

Amendment

A. whereas our ports are the European Union's gateways to the world and **at the same time** play a crucial role in **combining and safeguarding a variety of different coastal activities for the benefit of our citizens, coastal communities, marine environment and healthy oceans by helping to maintain coastal natural habitats, improve air quality in conurbations around ports,** facilitating trade and **our** energy transition;

Or. en

Amendment 24
Caroline Nagtegaal

Motion for a resolution
Recital A

Motion for a resolution

A. whereas our ports are the European Union's gateways to the world and as such play a crucial role in our economy, wealth and jobs, both by facilitating trade and in the energy transition;

Amendment

A. whereas our ports are the European Union's gateways to the world and as such play a crucial role in our economy, wealth and jobs, both by facilitating trade and in the energy transition; ***whereas ports as energy hubs play a vital role in facilitating the production of sustainable energy and contributing to security of energy supply, notably in times of crisis;***

Or. en

Amendment 25
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution
Recital A

Motion for a resolution

A. whereas our ports are the European Union's gateways to the world and as such play a crucial role in our economy, wealth and jobs, ***both*** by facilitating trade and ***in the energy transition;***

Amendment

A. whereas our ports are the European Union's gateways to the world, ***the backbone of the EU economy and competitiveness, and an entry into the Blue Economy,*** and as such play a crucial role in our economy, ***providing*** wealth and jobs, by facilitating ***external*** trade and ***investment, and connecting to the hinterland;***

Or. en

Amendment 26
Benoît Lutgen

Motion for a resolution
Recital A

Motion for a resolution

A. whereas our ports are the European Union's gateways to the world and as such play a crucial role in our economy, wealth and jobs, both by facilitating trade **and** in the energy transition;

Amendment

A. whereas our ports are the European Union's gateways to the world and as such play a crucial role in our **strategic autonomy**, economy, wealth and jobs, both by facilitating trade, in the energy transition. **but equally by having a dual-use and military dimension**;

Or. en

Amendment 27
Cláudia Monteiro de Aguiar

Motion for a resolution
Recital A

Motion for a resolution

A. whereas our ports are the European Union's gateways to the world and as such play a crucial role in our economy, wealth and jobs, **both** by facilitating trade and in the energy transition;

Amendment

A. whereas our ports are the European Union's gateways to the world and as such play a crucial role in our economy. wealth and jobs. **for the cohesion of the outermost regions, and** by facilitating trade and in the energy transition;

Or. en

Amendment 28
Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas current economic developments suggest an ongoing worldwide trade regionalisation which might become structural in the future, creating new competitive challenges for European ports, which should therefore

tighten intra-regional links and shorten connections to grant supplies and make import/export routes more resilient;

Or. en

Amendment 29

Jutta Paulus

Motion for a resolution

Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas ports throughout the EU will be vulnerable to the consequences of the heating climate. As the ice sheets and glaciers continue to melt, sea levels are set to rise with significant consequences for port areas and port operations;

Or. en

Amendment 30

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas ports are crucial energy hubs that are vital for the supply, production, provision and storage of energy and are therefore crucial assets in the EU's quest to become strategically autonomous and more resilient;

Or. en

Amendment 31

Benoît Lutgen

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas the European Union has highlighted its desire for more autonomy in strategic sectors, but has done little to respond to China's growth in the maritime sector and its security repercussions;

Or. en

Amendment 32

Bergur Løkke Rasmussen, Dominique Riquet, Jan-Christoph Oetjen, Nicola Danti, Elsi Katainen, Pierre Karleskind

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas ports play a crucial role for Europe's economy and energy transition by enabling the production, supply and import of clean energies and technologies, including for hydrogen;

Or. en

Amendment 33

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution
Recital A b (new)

Motion for a resolution

Amendment

Ab. whereas European ports are often competing with third-countries ports where third-countries foreign investments are exacerbating a competitive advantage, already created by a lack of level playing field when it comes to the respect of sustainability standards, workers' rights

and fiscal burdens;

Or. en

Amendment 34

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Recital A b (new)

Motion for a resolution

Amendment

Ab. whereas ports have played an indispensable role in EU crisis management, by ensuring the continuance of supply chains and setting up of alternative routes;

Or. en

Amendment 35

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Recital A c (new)

Motion for a resolution

Amendment

Ac. whereas ports have taken on renewed importance from a military and defence point of view;

Or. en

Amendment 36

Andris Ameriks

Motion for a resolution

Recital B

Motion for a resolution

Amendment

B. whereas ports carry out a vital

B. whereas ports carry out a vital

public service and should be valued as such;

public service and should be *recognised and* valued as such; *whereas ports have demonstrated again this vital and resilient role during recent and ongoing European and international crises, including the COVID pandemic and Russia's war of aggression against Ukraine by ensuring the continuance of supply chains and setting up alternative routes, as well as in the energy crisis by safeguarding Europe's energy security, including through establishing at short term alternative routes for the provision of LNG and increasing Europe's gas storage;*

Or. en

Amendment 37

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Recital B

Motion for a resolution

B. whereas ports carry out a vital public service and should be valued as such;

Amendment

B. whereas ports carry out a vital public service and should be valued as such; *whereas ports have demonstrated again this vital and resilient role during recent and ongoing European and international crises, including the COVID pandemic and Russia's war of aggression against Ukraine by ensuring the continuance of supply chains and setting up alternative routes, as well as in the energy crisis by safeguarding Europe's energy security, including through establishing at short term alternative routes for the provision of LNG and increasing Europe's gas storage;*

Or. en

Amendment 38

Josianne Cutajar

Motion for a resolution
Recital B

Motion for a resolution

B. whereas ports carry out a vital public service and should be valued as such;

Amendment

B. whereas ports carry out a vital public service, ***especially for islands and outermost regions where ports often serve as the only social and economic connection lifeline to the rest of the Union***, and should be valued as such; ***whereas this vital role was especially demonstrated during the COVID-19 pandemic when essential workers in ports continued to deliver vital services and to ensure the continuity of supply of goods to islands, and isolated communities***;

Or. en

Amendment 39
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution
Recital B

Motion for a resolution

B. whereas ports carry out a vital public service and should be valued as such;

Amendment

B. whereas ports carry out a vital public service, ***are making the transition towards carbon neutrality, strengthen the EU's objective to make supply chains more resilient, and are enablers in the just transition***, and should ***hence*** be valued as such;

Or. en

Amendment 40
Mario Furore

Motion for a resolution
Recital B

Motion for a resolution

B. whereas ports carry out a vital public service and should be valued as such;

Amendment

B. whereas ports carry out a vital public service, ***with many considered critical infrastructure that form part of a country's heritage***, and should be valued as such;

Or. it

Amendment 41
Jutta Paulus

Motion for a resolution
Recital B

Motion for a resolution

B. whereas ports ***carry out*** a vital public ***service*** and should be valued as such;

Amendment

B. whereas ports ***should play*** a vital ***role in*** public ***services*** and should be valued as such;

Or. en

Amendment 42
Josianne Cutajar

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas ports form a vital node for clusters of industry and the blue economy, allowing local businesses, especially SMEs, to thrive on the international market and to contribute towards the energy transition by enabling the production, supply and import of clean energies and technologies, including hydrogen;

Or. en

Amendment 43

Jutta Paulus

Motion for a resolution

Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas initiatives like the 'Ports for People initiative' aim, among other things, to stop ports' fossil fuel build-out, accelerate port electrification, stop new fossil fuel bunkering projects, and support zero-emission fuelling;

Or. en

Amendment 44

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas ports are essential for the decarbonization of waterborne transport, in accordance with the objectives of the European Green Deal and related legislation;

Or. en

Amendment 45

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Recital B b (new)

Motion for a resolution

Amendment

Bb. whereas such a multi-disciplinary approach has not been translated by the European Commission, resulting in a

patchwork of port-related regulations;

Or. en

Amendment 46

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Recital B c (new)

Motion for a resolution

Amendment

Bc. whereas ports are part of a wider waterborne eco-system comprising a wide range of activities, including shipping, shipbuilding, maritime equipment manufacturing, inland navigation, and logistics;

Or. en

Amendment 47

Jutta Paulus

Motion for a resolution

Recital C

Motion for a resolution

Amendment

C. whereas, while competition between ports is beneficial, a race to the bottom between them at the cost of security or increased foreign control via investments should be avoided;

C. whereas the current legislative and economic framework sets up ports to be in a competitive relation with each other; whereas there are benefits to be reaped from increased cooperation, for instance in the fields of security or foreign financial and operational control;

Or. en

Amendment 48

João Pimenta Lopes

Motion for a resolution

Recital C

Motion for a resolution

C. whereas, ***while competition between ports is beneficial***, a race to the bottom between ***them at the cost of security or increased foreign control via investments*** should be avoided;

Amendment

C. whereas a race to the bottom between ***ports in the name of competition*** should be avoided;

Or. pt

Amendment 49

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Recital C

Motion for a resolution

C. whereas, while competition between ports is beneficial, a race to the bottom between them at the cost of security ***or*** increased foreign control ***via investments*** should be avoided;

Amendment

C. whereas, while competition between ports is beneficial, a race to the bottom between them at the cost of security, increased ***political influence or*** foreign control ***by non-EU entities, or societal and or environmental costs*** should be avoided;

Or. en

Amendment 50

Jan-Christoph Oetjen

Motion for a resolution

Recital C

Motion for a resolution

C. whereas, while competition between ports is beneficial, a race to the bottom between them at the cost of security or increased ***foreign control*** via investments should be avoided;

Amendment

C. whereas, while competition between ports is beneficial, a race to the bottom between them at the cost of security or increased ***political influence*** via investments ***by Systemic Rival State-Owned Enterprises (SRSOEs)*** should be avoided;

Amendment 51

Nicola Danti, Izaskun Bilbao Barandica, Elsi Katainen, José Ramón Bauzá Díaz

Motion for a resolution

Recital C a (new)

Motion for a resolution

Amendment

Ca. whereas, while welcoming the extension of the EU emission trading system (ETS) to the maritime sector, attention should be paid to the negative effects - both in terms of decreasing competitiveness of EU ports and increasing carbon leakages - of evasive behaviours caused by the potential relocation of transshipment activities to ports outside of the Union;

Or. en

Amendment 52

Jutta Paulus

Motion for a resolution

Recital C a (new)

Motion for a resolution

Amendment

Ca. whereas an increased cooperation between ports and customers could avoid unnecessary and environmentally more harmful road transport across Europe via a focus on efficient logistics planning and by using ports that are geographically closest to their final goods' market destination;

Or. en

Amendment 53

João Pimenta Lopes

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

***Ca. whereas, following the
privatisation and liberalisation promoted
by the European Union, the port sector is
increasingly reliant on unstable and
poorly paid jobs;***

Or. pt

Amendment 54
Jutta Paulus

Motion for a resolution
Recital C b (new)

Motion for a resolution

Amendment

***Cb. whereas more cooperation between
ports would be beneficial in terms of
efficient investments in port and fuel
infrastructure in order to avoid a waste of
resources and public money to build
capacities that are eventually under-used;***

Or. en

Amendment 55
Jutta Paulus

Motion for a resolution
Recital C c (new)

Motion for a resolution

Amendment

***Cc. whereas a European port strategy
needs to take into account the goals of the
Green Deal, especially, but not limited to,
the essential role of offshore renewable
energy and the zero pollution ambition;***

Or. en

Amendment 56

Bergur Løkke Rasmussen, Jan-Christoph Oetjen, Nicola Danti

Motion for a resolution

Recital D

Motion for a resolution

D. whereas non-EU **entities** have strategically increased their stakes in European ports and port infrastructure;

Amendment

D. whereas non-EU **state-owned enterprises** have strategically increased their stakes in European ports and port infrastructure, **which calls for the Commission and the Member States to take action to preserve the competitiveness of the European maritime transport sector**;

Or. en

Amendment 57

Jan-Christoph Oetjen

Motion for a resolution

Recital D

Motion for a resolution

D. whereas non-EU **entities** have strategically increased their stakes in European ports and port infrastructure;

Amendment

D. whereas non-EU **Systemic Rival State-Owned Enterprises^{8a}** have strategically increased their stakes in European ports and port infrastructure;

^{8a} **SRSOEs: Systemic Rival State-Owned Enterprises are companies supported and subsidised by systemic rival governments in ways that EU single market rules prohibit for EU entities. Briefing European Parliamentary Research Service (europa.eu)**

Or. en

Amendment 58

Jutta Paulus

Motion for a resolution

Recital D

Motion for a resolution

D. whereas non-EU entities have strategically increased their stakes in European ports and port infrastructure;

Amendment

D. whereas non-EU entities have strategically increased their ***financial as well as operational*** stakes in European ports and port infrastructure;

Or. en

Amendment 59

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Recital D

Motion for a resolution

D. whereas non-EU entities have strategically increased their stakes in European ***ports*** and port infrastructure;

Amendment

D. whereas non-EU entities have strategically increased their stakes in European ***port operations, companies, terminals*** and port infrastructure;

Or. en

Amendment 60

Andris Ameriks

Motion for a resolution

Recital D

Motion for a resolution

D. whereas non-EU entities have strategically increased their stakes in European ***ports and*** port infrastructure;

Amendment

D. whereas non-EU entities have strategically increased their stakes in European port ***operations, companies, terminals and*** infrastructure;

Or. en

Amendment 61
Johan Van Overtveldt

Motion for a resolution
Recital D

Motion for a resolution

D. whereas non-EU entities have strategically increased their stakes in European ports and port infrastructure;

Amendment

D. whereas non-EU entities have strategically increased their stakes in European ports, ***terminals, companies*** and port infrastructure;

Or. en

Amendment 62
João Pimenta Lopes

Motion for a resolution
Recital D

Motion for a resolution

D. whereas non-EU entities have ***strategically*** increased their stakes in European ports and port infrastructure;

Amendment

D. whereas non-EU entities have increased their stakes in European ports and port infrastructure;

Or. pt

Amendment 63
Mario Furore

Motion for a resolution
Recital D a (new)

Motion for a resolution

Da. whereas China has invested in major European infrastructure and is now present in 10 EU Member States, controlling important maritime trading hubs;

Or. it

Amendment 64
Bergur Løkke Rasmussen

Motion for a resolution
Recital E

Motion for a resolution

E. whereas the Russian war of aggression against Ukraine has ***once again*** demonstrated the ***unacceptable risks of being dependent on single non-EU countries in strategic sectors***;

Amendment

E. whereas the Russian war of aggression against Ukraine has demonstrated the strategic ***role of EU ports from infrastructural, military and strategical point of view***;

Or. en

Amendment 65
Johan Van Overtveldt

Motion for a resolution
Recital E a (new)

Motion for a resolution

Ea. whereas ports are a highly complex environment with many different stakeholders and many different interests, making recognizing and assessing the risks of foreign influence an arduous but crucial exercise;

Amendment

Or. en

Amendment 66
Jutta Paulus

Motion for a resolution
Subheading 1 a (new)

Motion for a resolution

Tackling Air Pollution and Emission Reduction
1. Calls on the Commission to develop different scenarios for required future reduction of fossil fuel use, which

Amendment

currently accounts for 40% of the goods transported by ships into ports, the aim to reshore the production of essential goods and the targets for waste reduction, all of which would decrease maritime transport volumes;

2. Calls on the Commission to develop different scenarios for sea level rise and intensification of severe weather events and their immediate effects on coastal areas and ports so that ports can take adequate measures to prepare;

3. Underlines the importance of reducing air pollution from ships in port areas; asks the Commission to mandate Member States to develop port pollution monitoring and prevention plans; calls on the Commission to develop more stringent standards for SO_x, operational NO_x and particulate matter (PM_{2.5}, PM₁₀), with a view to establish zero pollution port areas in the EU by 2035;

4. Instructs the Commission to make use of the AFIR revision to introduce a mandate on member states to develop shore-side electricity infrastructure in all EU ports, using a staged approach for non TEN-T ports according to their size; this mandate should apply to all types of ships above 400 GT at berth and at anchorage;

5. Highlights the central role of sustainable e-fuels/RFNBOs and their infrastructure in ports for the decarbonisation of shipping; asks the Commission to delete the LNG infrastructure mandate in the revision of AFIR, and focus the efforts and funding towards the uptake of renewable fuels;

6. Calls on the Commission to support Member States in modernising ports and on Member States to ensure that EU ports have adequate infrastructure in place to enable zero-emission at berth and in towing;

7. Calls on the Commission to examine the possibility of phasing out heavy fuel oil use and refilling in European waters and ports and to encourage the deployment of legal degassing

infrastructure in ports;

8. Recalls that methane emissions have a significant impact on climate change with methane being 82 times more potent than CO₂ in a 20-year timeframe; expresses, therefore, concerns about the increased use of LNG in shipping especially in regards to the aim to decrease dependence on fossil imports;

9. Calls on the Commission to specifically address the cruise industry since it emits four times more sulphur induced SO_x particulate matter than all the cars on the road in Europe;

Or. en

Amendment 67

Jutta Paulus

Motion for a resolution

Subheading 1 b (new)

Motion for a resolution

Amendment

Ports and Climate Change

1. Calls on the Commission to develop guidance on how to use differentiated port fees and prices in order to encourage more climate-friendly shipping technologies as well as to encourage ports to implement measures supporting zero-emission shipping and collaboration between ports to introduce zero emissions shipping corridors;

2. Calls on the Commission to reflect the latest 4th IMO study on ship GHG emissions that made clear the extent of emissions of black carbon (BC), a potent short lived climate forcer, from the sector;

3. Calls on Member States and ports to cooperate with the aim of minimising environmental impact such as river expansion and deepening;

4. Recalls that hinterland connections are part of the transition to climate neutrality and should be addressed with transformation plans shifting transport

from diesel-powered trucks to rail, e-trucks and climate-friendly inland waterway vessels (e.g. river adapted ships for sustainable inland navigation, RASSIN);

(Justification: Both in the Paris Memorandum of Understanding (MoU) and the Port State Control Directive, ports have the ability to regulate all ships that call at EU ports by requiring compliance with certain requirements as a condition of entry. The role of ports in enforcing efforts to reduce the impact of shipping emissions should therefore be addressed in the EU port strategy)

Or. en

Amendment 68
João Pimenta Lopes

Motion for a resolution
Subheading 1

Motion for a resolution

Foreign influence

Amendment

For a port sector at the service of Member State sovereignty

Or. pt

Amendment 69
Andris Ameriks

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU countries in our critical infrastructure and strategic sectors,

Amendment

1. Highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities, ***including vessels***, from non-EU countries in our critical infrastructure and

such as ports⁹ ;

⁹ Dreigingsbeeld Statelijke Actoren 2 (in Dutch):
<https://open.overheid.nl/documenten/ronl-f76b037c88b27bbede038d38647642b408245240/pdf>.

strategic sectors, such as ports⁹ ;

⁹ Dreigingsbeeld Statelijke Actoren 2 (in Dutch):
<https://open.overheid.nl/documenten/ronl-f76b037c88b27bbede038d38647642b408245240/pdf>.

Or. en

Amendment 70 **Jutta Paulus**

Motion for a resolution **Paragraph 1**

Motion for a resolution

1. Highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the ***economic presence*** of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports⁹ ;

⁹ Dreigingsbeeld Statelijke Actoren 2 (in Dutch):
<https://open.overheid.nl/documenten/ronl-f76b037c88b27bbede038d38647642b408245240/pdf>.

Amendment

1. Highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the ***financial and operational involvement*** of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports⁹ ;

⁹ Dreigingsbeeld Statelijke Actoren 2 (in Dutch):
<https://open.overheid.nl/documenten/ronl-f76b037c88b27bbede038d38647642b408245240/pdf>.

Or. en

Amendment 71 **Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova**

Motion for a resolution **Paragraph 1**

Motion for a resolution

1. Highlights repeated warnings by

Amendment

1. Highlights repeated warnings by

intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports⁹ ;

⁹ Dreigingsbeeld Statelijke Actoren 2 (in Dutch):
<https://open.overheid.nl/documenten/ronl-f76b037c88b27bbede038d38647642b408245240/pdf>.

intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities, ***including vessels***, from non-EU countries in our critical infrastructure and strategic sectors, such as ports⁹ ;

⁹ Dreigingsbeeld Statelijke Actoren 2 (in Dutch):
<https://open.overheid.nl/documenten/ronl-f76b037c88b27bbede038d38647642b408245240/pdf>.

Or. en

Amendment 72

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Considers that port concessions and/or lease contracts, whereby the port managing body is setting the multiple conditions (operational, social, environmental, etc.) under which a terminal should be operated, are an essential and important tool for the port managing bodies to safeguard the control of the port managing body and intervene in cases of breaches of contracts;

Or. en

Amendment 73

Andris Ameriks

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Considers that port concessions

and/or lease contracts, whereby the port managing body is setting the multiple conditions (operational, social, environmental, etc.) under which a terminal should be operated, are an essential and important tool for the port managing bodies to safeguard the control of the port managing body and intervene in cases of breaches of contracts;

Or. en

Amendment 74

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Recalls that the maritime and port sector are characterized by different governance structures, and have different means to allow investments, ranging from licensing and concession schemes, over the granting of ownership of port infrastructure, to full operational power over port authorities;

Or. en

Amendment 75

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 1 b (new)

Motion for a resolution

Amendment

1b. Considers that port concessions and lease contracts, whereby the port managing body sets conditions under which a terminal should be operated (e.g. on operational, social, environmental, or security grounds) are an important tool

for the port managing bodies to safeguard control and intervene in case of breaches of contract;

Or. en

Amendment 76

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 1 c (new)

Motion for a resolution

Amendment

1c. Cautions against the increasing Chinese presence in port infrastructure (mostly terminals), both in seaports and inland ports, as well as hinterland operations;

Or. en

Amendment 77

Kathleen Van Brempt, Vera Tax, Marianne Vind

Motion for a resolution

Paragraph 1 d (new)

Motion for a resolution

Amendment

1d. Warns that against the background of the Chinese military-civil fusion policy, the potential use of Chinese vessels and (partly) owned port infrastructure for other than economic purposes may lead to risks related to economic dependence, logistic support to the Chinese navy or espionage;

Or. en

Amendment 78

João Pimenta Lopes

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the *Commission to present an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports and in their processes and hinterland operations*;

Amendment

2. Calls on the *Member States to reverse the liberalisation and privatisation of the port sector so as to guarantee their sovereignty over ports and all related processes and operations*;

Or. pt

Amendment 79
Dominique Riquet

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to present an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports and in their processes and hinterland operations;

Amendment

2. Calls on the Commission to present an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports and in their processes and hinterland operations; *calls on the Commission and Member States to monitor particularly the involvement of third countries in the ports of neighbouring countries falling within the scope of the European Neighbourhood Policy and the Enlargement Policy*;

Or. en

Amendment 80
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to *present*

Amendment

2. Calls on the Commission to *assess*

an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports and in their processes and hinterland operations;

whether the current policy framework *applying to critical infrastructures is fit for purpose* to reduce and limit influence and operational control by non-EU countries in the EU's ports and in their processes and hinterland operations *and calls on the Commission to revise its FDI screening Regulation and encourage Member States which did not adopt national screening mechanisms to do so*;

Or. en

Amendment 81

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 2

Motion for a resolution

2. Calls on the Commission to present an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports and in their processes and hinterland operations;

Amendment

2. Calls on the Commission to present an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports and in their processes and hinterland operations, *especially avoiding any effective participation or control - both direct and indirect - in the management of a port authority as well as in every connected public entities, such as in-house companies*;

Or. en

Amendment 82

Bergur Løkke Rasmussen

Motion for a resolution

Paragraph 2

Motion for a resolution

2. Calls on the Commission to present an EU strategic policy framework to

Amendment

2. Calls on the Commission *to carry out an assessment on the efficiency and*

reduce and limit influence and operational control by non-EU countries in the EU's ports and *in their processes and hinterland operations*;

the effectiveness of the existing policy framework to protect critical infrastructure and, if deemed necessary, to present an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports and to encourage and boost EU companies' influence and control in EU ports;

Or. en

Amendment 83
Andris Ameriks

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to present an EU strategic policy framework to **reduce and limit** influence and operational control by non-EU countries in the EU's ports and in their processes and hinterland operations;

Amendment

2. Calls on the Commission to present an EU strategic policy framework to **keep the** influence and operational control by non-EU countries in the EU's ports and in their processes and hinterland operations **limited to a strict level avoiding effective participation or control (direct or indirect) in the management of a port authority**;

Or. en

Amendment 84
Benoît Lutgen

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to present an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports and in their processes and hinterland operations;

Amendment

2. Calls on the Commission to present an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports and in their processes and hinterland operations; **recalls that the lack of investment reciprocity in ports harms**

Amendment 85
Johan Van Overtveldt

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to present an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports **and** in their processes and hinterland operations;

Amendment

2. Calls on the Commission to present an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports, in their processes and hinterland operations **as well as to limit direct stakes in the port authority**;

Amendment 86
Jutta Paulus

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to present an EU strategic policy framework to reduce and limit influence and operational control by non-EU countries in the EU's ports and in their **processes and** hinterland operations;

Amendment

2. Calls on the Commission to present an EU strategic policy framework to reduce and limit influence **as well as financial** and operational control by non-EU countries in the EU's ports and in their hinterland **connections and** operations;

Amendment 87
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. *Asks the Commission to further research the specific impact on local and EU economic indicators (such as employment and trade) from non-EU investments in European ports to accurately understand implications of decreasing non-EU influence;*

Or. en

Amendment 88

Dominique Riquet

Motion for a resolution

Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. *Calls on the Commission to propose an ambitious revision of the FDI screening regulation; encourages Member States which did not yet adopt stringent national screening mechanisms or equivalent tools to do so;*

Or. en

Amendment 89

Bergur Løkke Rasmussen, Jan-Christoph Oetjen, Nicola Danti

Motion for a resolution

Paragraph 3

Motion for a resolution

Amendment

3. Calls on the Commission to continuously monitor and report on the influence of non-EU countries in **EU ports**, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

3. Calls on the Commission **and Member States** to continuously monitor and report **through the Foreign Direct Investment (FDI) screening mechanisms** on the influence of non-EU countries in **critical EU port infrastructure**, EU terminal management and global container

shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Or. en

Amendment 90
Dominique Riquet

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Calls on the Commission to continuously monitor and report on the influence of non-EU countries in EU ports, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Amendment

3. Calls on the Commission **and Member States** to continuously monitor and report on the influence of non-EU countries in EU ports, EU terminal management and global container shipping, ***in particular those in the Trans-European Transport Network (TEN-T)***, and assess the potential links between the actions of a given non-EU country in these sectors;

Or. en

Amendment 91
Mario Furore

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Calls on the Commission to continuously monitor and report on the influence of non-EU countries in EU ports, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Amendment

3. Calls on the Commission to ***establish a common framework for the provision of information by Member States to*** continuously monitor and report on the influence of non-EU countries in EU ports, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Or. it

Amendment 92
Andris Ameriks

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Calls on the Commission to continuously monitor and report on the influence of non-EU countries in EU ports, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Amendment

3. Calls on the Commission to continuously monitor and report ***to the relevant authorities in the Member States*** on the influence of non-EU countries in ***critical*** EU ports ***infrastructure***, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Or. en

Amendment 93
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Calls on the Commission to continuously monitor and report ***on*** the influence of non-EU countries in EU ports, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Amendment

3. Calls on the Commission ***and Member States*** to continuously monitor and report ***through the FDI screening mechanisms*** the influence of non-EU countries in EU ports, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Or. en

Amendment 94
Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Calls on the Commission to continuously monitor and report on the influence of non-EU countries in EU ports, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Amendment

3. Calls on the Commission to continuously monitor and report **to the relevant authorities in the Member States** on the influence of non-EU countries in EU ports, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Or. en

Amendment 95

Jutta Paulus

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Calls on the Commission to continuously **monitor and report** on the influence of non-EU countries in EU ports, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Amendment

3. Calls on the Commission to **propose a framework for continuously monitoring and reporting** on the influence of non-EU countries in EU ports, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Or. en

Amendment 96

João Pimenta Lopes

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Calls on the **Commission to continuously monitor and report on** the influence of non-EU countries in **EU** ports, **EU** terminal management and **global**

Amendment

3. Calls on the **Member States to, until then, continuously monitor** the influence of non-EU countries in **their** ports, terminal management and container

container shipping and assess the potential links between the actions of a given non-EU country in these sectors;

shipping and assess the potential links between the actions of a given non-EU country in these sectors;

Or. pt

Amendment 97

Benoît Lutgen

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Underlines the importance of ensuring policy coherence and full exploitation of all applicable EU instruments and initiatives concerning the protection against maritime security risks and threats, including the protection of critical maritime infrastructure, such as specific areas in ports and port facilities;

Or. en

Amendment 98

Dominique Riquet

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Calls on the Commission to pay particular attention to the threat that foreign investments may pose to intellectual property in particular through forced technology transfers;

Or. en

Amendment 99

Dominique Riquet

Motion for a resolution
Paragraph 3 b (new)

Motion for a resolution

Amendment

3b. *Stresses that European ports are particularly exposed to customs and VAT fraud and that it is necessary to step up the fight against these activities;*

Or. en

Amendment 100
João Pimenta Lopes

Motion for a resolution
Paragraph 4

Motion for a resolution

Amendment

4. Stresses *that limiting foreign investments in an individual port in one Member State can negatively affect the competitive position of that port compared to neighbouring ports that do not have these limitations, which underlines the need for a joint European strategy;*

4. Stresses *the need to step up public investment to guarantee the security, modernisation and operability of port infrastructure by promoting solutions to advance decarbonisation processes in line with the objective conditions of each country and renewing the Member States' production systems, while ensuring that those processes serve each Member State's development strategies;*

Or. pt

Amendment 101
Bergur Løkke Rasmussen, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Pierre Karleskind

Motion for a resolution
Paragraph 4

Motion for a resolution

Amendment

4. Stresses that limiting foreign investments in an individual port in one Member State can negatively affect the competitive position of that port compared

4. Stresses that limiting foreign investments in an individual port in one Member State can negatively affect the competitive position of that port compared

to neighbouring ports that do not have these limitations, which underlines the need for a joint European **strategy**;

to neighbouring ports that do not have these limitations, which underlines the need for a joint European **strategic approach towards foreign investments in all EU critical infrastructures, including critical port infrastructure**;

Or. en

Amendment 102

Andris Ameriks

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Stresses that limiting foreign investments in an individual port in one Member State can negatively affect the competitive position of that port compared to neighbouring ports that do not have these limitations, which underlines the need for a joint European **strategy**;

Amendment

4. Stresses that limiting foreign investments in an individual port in one Member State can negatively affect the competitive position of that port compared to neighbouring ports that do not have these limitations, which underlines the need for a joint European **approach covering foreign investments in all EU critical infrastructures, including critical port infrastructure**;;

Or. en

Amendment 103

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Stresses that limiting foreign investments in an individual port in one Member State can negatively affect the competitive position of that port compared to neighbouring ports that do not have these limitations, which underlines the need for a joint European **strategy**;

Amendment

4. Stresses that limiting foreign investments in an individual port in one Member State can negatively affect the competitive position of that port compared to neighbouring ports that do not have these limitations, which underlines the need for a joint European **approach covering foreign investments in all EU**

critical infrastructures, including critical port infrastructure;

Or. en

Amendment 104
Caroline Nagtegaal

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that limiting foreign investments in an individual port in one Member State can negatively affect the competitive position of that port compared to neighbouring ports that do not have these limitations, which underlines the need for a joint European strategy;

Amendment

4. Stresses that limiting foreign investments in an individual port in one Member State can negatively affect the competitive position of that port compared to neighbouring ports that do not have these limitations, which underlines the need for a joint European strategy, ***which should focus on all EU critical infrastructures;***

Or. en

Amendment 105
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 4

Motion for a resolution

4. Stresses that limiting foreign investments in an individual port in one Member State can negatively affect the competitive position of that port compared to neighbouring ports that do not have these limitations, which underlines the need for a joint European strategy;

Amendment

4. Stresses that limiting ***SRSOEs'*** foreign investments in an individual port in one Member State can negatively affect the competitive position of that port compared to neighbouring ports that do not have these limitations, which underlines the need for a joint European strategy;

Or. en

Amendment 106

Johan Van Overtveldt

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Stresses that despite the existence of protective mechanisms at EU level, such as the screening of foreign direct investments and competition rules, these instruments are insufficient for addressing the increasing economic strength of external powers through individual companies and depend heavily on implementation by individual Member States;

Amendment

5. Stresses that despite the existence of protective mechanisms at EU level, such as the screening of foreign direct investments and competition rules, these instruments are insufficient for addressing the increasing economic strength of external powers through individual companies and depend heavily on implementation by individual Member States; ***notes that some Member States do not yet have such measures in place, which could undermine the level playing field as well as counteract the working of foreign direct investment rules at the European level;***

Or. en

Amendment 107
Bergur Løkke Rasmussen, Jan-Christoph Oetjen

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Stresses that despite the existence of protective mechanisms at EU level, such as the screening of foreign direct investments and competition rules, these instruments are insufficient for addressing the increasing economic strength of external powers through individual ***companies*** and depend heavily on implementation by individual Member States;

Amendment

5. Stresses that despite the existence of protective mechanisms at EU level, such as the screening of foreign direct investments and competition rules, these instruments are insufficient for addressing the increasing economic strength of external powers through individual ***state-owned enterprises*** and depend heavily on implementation by individual Member States;

Or. en

Amendment 108
Andris Ameriks

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5a. Welcomes the forthcoming review of the Foreign Direct Investment Regulation and calls for making a foreign direct investment screening system mandatory in all Member States, in order to ensure a level playing field across Europe; considers that assessments on the basis of this Regulation should take place within a reasonable timeframe and respect confidentiality during the screening process, in view of ensuring legal certainty for potential investors;

Or. en

Amendment 109
Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5a. Recognises the importance of monitoring the implementation of Regulation (EU) 2022/2560 on foreign subsidies distorting the internal market, as to assess in due time its full impact; calls on the Commission to closely monitor the port sector's market and, if necessary, intervene ex officio as provided for under Article 9 of Reg. (EU) 2022/2560;

Or. en

Amendment 110
Johan Van Overtveldt

Motion for a resolution
Paragraph 5 a (new)

Motion for a resolution

Amendment

5a. Strongly encourages the Commission to strengthen the role of the protective measures for ports in the revision of the Foreign Direct Investments regulation, as this is still to be considered as the main tool against influence by state-owned entities;

Or. en

Amendment 111
Andris Ameriks

Motion for a resolution
Paragraph 5 b (new)

Motion for a resolution

Amendment

5b. Recognises that the Distortive Foreign Subsidies Regulation is only applicable as of July 2023; considers it therefore too early to assess its functioning; stresses, however, the importance of monitoring its implementation in due time as to assess its full impact;

Or. en

Amendment 112
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution
Paragraph 6

Motion for a resolution

Amendment

6. Underlines the importance of increasing EU cooperation in screening and

6. Underlines the importance of *information sharing about threats and*

blocking inbound investments in critical infrastructures, where major negative impacts on other Member States or the whole EU cannot be excluded;

opportunities, and increasing EU cooperation in screening and blocking inbound investments in critical infrastructures, where major negative impacts on other Member States or the whole EU cannot be excluded, ***in a spirit of finding a balance between keeping an open investment environment, and mitigating potential risks*** ;

Or. en

Amendment 113
João Pimenta Lopes

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Underlines the importance of increasing ***EU cooperation*** in screening and blocking inbound investments in critical infrastructures, where major negative impacts on ***other*** Member States ***or the whole EU*** cannot be excluded;

Amendment

6. Underlines the importance of increasing ***cooperation among Member States*** in screening and blocking inbound investments in critical infrastructures, where major negative impacts on Member States cannot be excluded;

Or. pt

Amendment 114
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Underlines the importance of increasing EU cooperation in screening ***and blocking*** inbound investments in critical infrastructures, where major negative impacts on other Member States or the whole EU cannot be excluded;

Amendment

6. Underlines the importance of increasing EU cooperation in screening inbound investments in critical infrastructures, where major negative impacts on other Member States or the whole EU cannot be excluded;

Or. en

Amendment 115
Johan Van Overtveldt

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Underlines the importance of increasing EU cooperation in screening **and blocking** inbound investments in critical infrastructures, where major negative impacts on other Member States or the whole EU cannot be excluded;

Amendment

6. Underlines the importance of increasing EU cooperation in screening inbound investments in critical infrastructures, where major negative impacts on other Member States or the whole EU cannot be excluded;

Or. en

Amendment 116
Kathleen Van Brempt, Vera Tax, Marianne Vind

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Calls on the Commission to reform the EU Foreign Direct Investment (FDI) Screening Mechanism in the following ways: make domestic screening mechanisms mandatory; include more stringent due-diligence standards; ensure that screening processes are clear, objective, and that definitions, scope and procedural aspects are coherent across Member States; ensure that screening procedures take place within a reasonable timeframe and respect confidentiality; make opinions by the European Commission binding under certain conditions;

Or. en

Amendment 117

Dominique Riquet

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Considers that asymmetrical spread of foreign investments between EU countries may threaten the unity, the crisis management capabilities and the resilience of the EU;

Or. en

Amendment 118
João Pimenta Lopes

Motion for a resolution
Paragraph 7

Motion for a resolution

Amendment

7. Calls on the Commission to research and assess the impact of vertical integration in maritime logistics, the Consortia Block Exemption Regulation and the formation of container alliances on non-EU country influence in EU ports;

deleted

Or. pt

Amendment 119
Andris Ameriks

Motion for a resolution
Paragraph 7

Motion for a resolution

Amendment

7. Calls on the Commission to research and assess the impact of vertical integration in maritime logistics, the Consortia Block Exemption Regulation *and* the formation of container alliances on

7. Calls on the Commission to research and assess the impact of vertical integration in maritime logistics, the Consortia Block Exemption Regulation, the formation of container alliances *and*

non-EU country influence in EU ports;

the advantageous fiscal climate on the competitiveness of Europe's ports; calls on the Commission to look particularly at the impact of these developments on non-EU country influence in EU ports; calls on the Commission to intervene when necessary, in order to ensure a fair power balance and level playing field between all actors in the port ecosystem and to safeguard a healthy, competitive and diversified maritime and logistics environment for Europe's ports;

Or. en

Amendment 120
Mario Furore

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Calls on the Commission to research and assess the impact of vertical integration in maritime logistics, the Consortia Block Exemption Regulation and the formation of container alliances on non-EU country influence in EU ports;

Amendment

7. Calls on the Commission to research and assess the impact of vertical integration in maritime logistics, the Consortia Block Exemption Regulation and the formation of container alliances on non-EU country influence in EU ports; *calls on the Commission to verify that that competition rules adequately protect the interests of strategic European ports and promote the harmonisation of common international competition rules for maritime transport;*

Or. it

Amendment 121
Johan Van Overtveldt

Motion for a resolution
Paragraph 7

Motion for a resolution

Amendment

7. Calls on the Commission to research and assess the impact of vertical integration in maritime logistics, the Consortia Block Exemption Regulation and the formation of container alliances on non-EU country influence in EU ports;

7. Calls on the Commission to research and assess the impact of vertical integration in maritime logistics, the Consortia Block Exemption Regulation and the formation of container alliances on non-EU country influence in EU ports; ***consider that, given the CBER is due to expire in 2024, the Commission should take into account the changes this brings for competition in the maritime sector and the safeguarding of the level playing field;***

Or. en

Amendment 122
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Calls on the Commission to ***research and assess the impact of vertical integration in maritime logistics, the Consortia Block Exemption Regulation and the formation of container alliances on non-EU country influence in EU ports;***

Amendment

7. Calls on the Commission to ***make sure that the EU competition regulatory framework safeguards the interests of EU ports vis à vis global shipping alliances and to take action to favour the adoption of an international harmonized competition framework particularly in reference to international liner shipping, ports and land transportation;***

Or. en

Amendment 123
Jutta Paulus

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

7a. Calls on Commission to organise European Port Summits, in particular to address the increasing problem of oil slick in ports and shipping channels, as only

Amendment

coordinated cross-border controls and sanctions could improve the situation;

Or. en

Amendment 124
João Pimenta Lopes

Motion for a resolution
Paragraph 8

Motion for a resolution

Amendment

8. Underlines that, in particular, aggregated Chinese presence in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience of individual nodes and the network as a whole;

deleted

Or. pt

Amendment 125
Dominique Riquet

Motion for a resolution
Paragraph 8

Motion for a resolution

Amendment

8. Underlines that, in particular, aggregated Chinese presence in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience of individual nodes and the network as a whole;

8. Underlines that, in particular, aggregated Chinese presence in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience *and security* of individual nodes and the network as a whole; *recalls that the presence of third-country investors in ports may hamper their dual use role by Member states for defence purposes;*

Or. en

Amendment 126
Caroline Nagtegaal

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Underlines that, in particular, aggregated **Chinese** presence in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience of individual nodes and the network as a whole;

Amendment

8. Underlines that, in particular, **the** aggregated presence **of Chinese state-owned enterprises, and possibly other non-EU state-owned enterprises**, in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience of individual nodes and the network as a whole;

Or. en

Amendment 127
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Underlines that, in particular, aggregated **Chinese** presence in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience of individual nodes and the network as a whole;

Amendment

8. Underlines that, in particular, aggregated presence **of Systemic Rival State-Owned Enterprises (SRSOEs)** in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience of individual nodes and the network as a whole;

Or. en

Amendment 128
Bergur Løkke Rasmussen, Jan-Christoph Oetjen, Nicola Danti

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Underlines that, in particular, aggregated **Chinese** presence in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience of individual nodes and the network as a whole;

Amendment

8. Underlines that, in particular, aggregated presence **of Chinese state-owned enterprises** in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience of individual nodes and the network as a whole;

Or. en

Amendment 129

Andris Ameriks

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Underlines that, in particular, aggregated **Chinese** presence in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience of individual nodes and the network as a whole;

Amendment

8. Underlines that, in particular, aggregated presence **of non-EU state-owned companies** in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience of individual nodes and the network as a whole;

Or. en

Amendment 130

João Pimenta Lopes

Motion for a resolution

Paragraph 9

Motion for a resolution

9. ***Encourages the Commission and the Member States to carry out a risk assessment of China's involvement in maritime infrastructures that includes its impact on labour and the environment, dependencies, an assessment of***

Amendment

deleted

bottlenecks in the shipping of goods from China to the EU and transshipment;

Or. pt

Amendment 131
Dominique Riquet

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Encourages the Commission and the Member States to carry out a risk assessment of China's involvement in maritime infrastructures that includes its impact on labour and the environment, dependencies, an assessment of bottlenecks in the shipping of goods from China to the EU and transshipment;

Amendment

9. Encourages the Commission and the Member States to carry out a risk assessment of China's involvement in maritime infrastructures that includes its impact on labour and the environment, dependencies ***in strategic sectors including energy, critical raw materials, agricultural goods and medicines***, an assessment of bottlenecks in the shipping of goods from China to the EU and transshipment;

Or. en

Amendment 132
Mario Furore

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Encourages the Commission and the Member States to carry out a risk assessment of China's involvement in maritime infrastructures that includes its impact on labour and the environment, dependencies, an assessment of bottlenecks in the shipping of goods from China to the EU and transshipment;

Amendment

9. Encourages the Commission and the Member States to carry out a risk assessment of China's involvement in maritime infrastructures, ***in particular those of critical importance***, that includes its impact on labour and the environment, dependencies, an assessment of bottlenecks in the shipping of goods from China to the EU and transshipment;

Or. it

Amendment 133
Caroline Nagtegaal

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Encourages the Commission and the Member States to carry out a risk assessment of China's involvement in maritime infrastructures that includes its impact on labour and the environment, dependencies, an assessment of bottlenecks in the shipping of goods *from China to* the EU and transshipment;

Amendment

9. Encourages the Commission and the Member States to carry out a risk assessment of China's involvement, *and possibly other non-EU state-owned enterprises*, in maritime infrastructures that includes its impact on labour and the environment, dependencies, an assessment of bottlenecks in the shipping of goods *into* the EU and transshipment;

Or. en

Amendment 134
Andris Ameriks

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Encourages the Commission and the Member States to carry out a risk assessment of *China's* involvement in maritime infrastructures that includes its impact on labour and the environment, dependencies, an assessment of bottlenecks in the shipping of goods from *China* to the EU and transshipment;

Amendment

9. Encourages the Commission and the Member States to carry out a risk assessment of *the* involvement *of non-EU state-owned companies* in maritime infrastructures that includes its impact on labour and the environment, dependencies, an assessment of bottlenecks in the shipping of goods from *such non-EU states* to the EU and transshipment;

Or. en

Amendment 135
Bergur Løkke Rasmussen, Jan-Christoph Oetjen

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Encourages the Commission and the Member States to carry out a risk assessment of China's involvement in **maritime** infrastructures that includes its impact on labour and the environment, dependencies, an assessment of bottlenecks in the shipping of goods from China to the EU and transshipment;

Amendment

9. Encourages the Commission and the Member States to carry out a risk assessment of China's involvement in **critical** infrastructures that includes its impact on labour and the environment, dependencies, an assessment of bottlenecks in the shipping of goods from China to the EU and transshipment;

Or. en

Amendment 136

Jan-Christoph Oetjen

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Encourages the Commission and the Member States to carry out a risk assessment of China's involvement in **maritime** infrastructures that includes its impact on labour and the environment, dependencies, an assessment of bottlenecks in the shipping of goods from China to the EU and transshipment;

Amendment

9. Encourages the Commission and the Member States to carry out a risk assessment of China's involvement in **critical** infrastructures that includes its impact on labour and the environment, dependencies, an assessment of bottlenecks in the shipping of goods from China to the EU and transshipment;

Or. en

Amendment 137

Dominique Riquet

Motion for a resolution

Paragraph 9 a (new)

Motion for a resolution

Amendment

9a. Stresses that the Russian war of aggression against Ukraine has demonstrated the crucial need to strengthen the security and the resilience

of maritime infrastructure and value chains, to ensure the flow of vital goods such as grain;

Or. en

Amendment 138
Bergur Løkke Rasmussen

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Suggests that all Member States ***introduce laws to retake*** control of ***ports***, terminals and other ***maritime*** infrastructure and develop contingency plans for a major conflict scenario; ***highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports;***

Amendment

10. Suggests that all Member States ***implement measures to limit*** control of ***critical port infrastructure***, terminals and other ***critical*** infrastructure ***by systemic rivals*** and develop contingency plans for a major conflict scenario;

Or. en

Amendment 139
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Suggests that all Member States ***introduce laws to retake control of ports, terminals and other maritime infrastructure*** and develop contingency plans for a major conflict scenario; ***highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU countries in our***

Amendment

10. Suggests that all Member States develop contingency plans for a major conflict scenario; ***calls on the European Commission in coordination with the Member States, to design a rapid mechanism of response, in case of detection of dual use, or misuse, of the infrastructures in the EU, which are under property, participation or concession to non-EU state-backed***

critical infrastructure and strategic sectors, such as ports;

entities, that could lead to the cancellation of the rights of concession, and/or the suspension of the capacity of domain in the cases of property and participation;

Or. en

Amendment 140
João Pimenta Lopes

Motion for a resolution
Paragraph 10

Motion for a resolution

10. ***Suggests that all** Member States **introduce laws** to retake control of ports, terminals and other maritime infrastructure and **develop contingency** plans for **a major conflict scenario; highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports;***

Amendment

10. ***Calls on the** Member States to retake **strategic** control of ports, terminals and other maritime infrastructure and **draw up development** plans for **the sector that include enhancing the role of public port administration bodies and putting an end to the increasing outsourcing of services;***

Or. pt

Amendment 141
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Suggests that all Member States **introduce laws to retake control of** ports, terminals and other maritime infrastructure and develop contingency plans for a major conflict scenario; highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU

Amendment

10. Suggests that all Member States **implement Foreign Subsidies Mechanisms or any other relevant EU or national legislation aiming at limiting foreign political influence over EU** ports, terminals and other maritime infrastructure **by SRSOEs which would undermine national or EU security** and develop contingency plans for a major conflict

countries in our critical infrastructure and strategic sectors, *such as ports*;

scenario; highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU countries in our critical infrastructure and strategic sectors;

Or. en

Amendment 142

Mario Furore

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Suggests that all Member States introduce laws to retake control of ports, terminals and other maritime infrastructure and develop contingency plans for a major conflict scenario; highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports;

Amendment

10. Suggests that all Member States introduce laws to ***limit non-EU countries' involvement in critical infrastructure and*** retake control of ports, terminals and other maritime infrastructure and develop contingency plans for a major conflict scenario; highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports;

Or. it

Amendment 143

Johan Van Overtveldt

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Suggests that all Member States ***introduce laws to retake control of ports, terminals and other maritime infrastructure and*** develop contingency plans for a major conflict scenario;

Amendment

10. Suggests that all Member States develop contingency plans for a major conflict scenario; highlights repeated warnings by intelligence agencies against the risks of economic dependence,

highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports;

espionage and sabotage caused by the economic presence of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports;

Or. en

Amendment 144
Andris Ameriks

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Suggests that all Member States **introduce** laws to **retake** control **of** ports, terminals and other maritime infrastructure and develop contingency plans for a major conflict scenario; highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports;

Amendment

10. Suggests that all Member States **that do not yet have** laws to control **critical** ports **infrastructure**, terminals and other maritime infrastructure **to introduce such laws** and develop contingency plans for a major conflict scenario; highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports;

Or. en

Amendment 145
Dominique Riquet

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

10a. Stresses that overseas territories and outermost regions, and the ports located therein, are of paramount importance to the European sovereignty, to the European strategic autonomy and

Amendment

to the European and international maritime trade given their strategic location and the crucial role of maritime exchanges for them; calls for significant public and private investments in ports located in overseas territories and outermost regions to turn them into strategic clusters for multi-modal transport, energy generation, storage and distribution as well as defence when needed; calls on the Commission to include provisions to limit influence and operational control by non-EU countries in those ports in its proposal;

Or. en

Amendment 146
Johan Van Overtveldt

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. *Considers that logistics are a highly digital and just-in-time complex operation and therefore asks to limit and monitor the access of foreign state-owned entities to port operations and information;*

Or. en

Amendment 147
Johan Van Overtveldt

Motion for a resolution
Paragraph 10 b (new)

Motion for a resolution

Amendment

10b. *Calls on Member States to set up a proper screening regime on foreign ownership based on the sharing of best practices and the inclusion of a risk*

assessment for the wider EU-impact of foreign ownership; requests this to be done urgently as increased stakes by foreign entities occur most likely in Member States without such policy or an insufficient one;

Or. en

Amendment 148
Johan Van Overtveldt

Motion for a resolution
Paragraph 10 c (new)

Motion for a resolution

Amendment

10c. Stresses that the goal of this report is not to repel foreign investments as such, but to limit harmful side-effects foreign investments might bring with them, with state-owned foreign entities being the usual suspects;

Or. en

Amendment 149
Andris Ameriks

Motion for a resolution
Paragraph 11

Motion for a resolution

Amendment

11. Calls on the Commission to specifically address the need to reduce the risks of espionage and sabotage in ports with a military function, such as ports that are used by NATO;

11. Calls on the Commission to specifically address the need to reduce the risks of espionage and sabotage *by foreign vessels and* in ports with a military function, such as ports that are used by NATO;

Or. en

Amendment 150

Benoît Lutgen

Motion for a resolution
Paragraph 11

Motion for a resolution

11. Calls on the Commission to specifically address the need to reduce the risks of espionage and sabotage in ports with a military function, such as ports that are used by NATO;

Amendment

11. Calls on the Commission to specifically address the need to reduce the risks of espionage and sabotage in ports with a **dual use or** military function, such as ports that are used by NATO;

Or. en

Amendment 151

Bergur Løkke Rasmussen, Dominique Riquet, Jan-Christoph Oetjen, Nicola Danti, Elsi Katainen, Pierre Karleskind

Motion for a resolution
Paragraph 11

Motion for a resolution

11. Calls on the Commission to specifically address the need to reduce the risks of espionage and sabotage in ports with a military function, such as ports that are used by NATO;

Amendment

11. Calls on the Commission to specifically address the need to **prevent and** reduce the risks of espionage and sabotage in ports with a military function, such as ports that are used by NATO;

Or. en

Amendment 152

João Pimenta Lopes

Motion for a resolution
Paragraph 11

Motion for a resolution

11. Calls on the **Commission** to specifically address the need to reduce the risks of espionage and sabotage in ports with a military function, **such as ports that are used by NATO**;

Amendment

11. Calls on the **Member States** to specifically address the need to reduce the risks of espionage and sabotage in ports with a military function;

Amendment 153

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 11 a (new)

Motion for a resolution

Amendment

11a. Calls upon the European Commission and Member States to identify strategic fleets for Europe's defence and security, trade, energy and food supply and the Blue Economy;

Or. en

Amendment 154

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 11 b (new)

Motion for a resolution

Amendment

11b. Warns that with accelerated digitalization comes an increased risk of cyber-attacks, with significant knock-on effects for society; asks the Commission to further research and collect data on the coverage and risks of non-EU companies' involvement in cyber and data security in critical infrastructure;

Or. en

Amendment 155

João Pimenta Lopes

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Calls on the Commission to address the use of trusted technology in maritime logistics and in the functioning of container terminals; ***expresses its concern about the increasing dependence on non-EU producers for (border) security equipment in ports, as well as ship-to-shore cranes which are able to collect data on the origin and destination of containers;***

Amendment

12. Calls on the Commission ***and the Member States*** to address the use of trusted technology in maritime logistics and in the functioning of container terminals;

Or. pt

Amendment 156
Bergur Løkke Rasmussen

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Calls on the Commission to ***address*** the use of trusted technology in maritime logistics and in the functioning of container terminals; expresses its concern about the increasing dependence on non-EU producers for (border) security equipment in ports, ***as well as ship-to-shore cranes which are able to collect data on the origin and destination of containers;***

Amendment

12. Calls on the Commission to ***pay attention to*** the use of trusted technology in maritime logistics and in the functioning of container terminals; expresses its concern about the increasing dependence on non-EU producers for (border) security equipment in ports; ***therefore, encourages investments in research and development in these areas, so that EU companies would take over the lead in the production and sale of these technologies;***

Or. en

Amendment 157
Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Calls on the Commission to ***address*** the use of trusted technology in maritime

Amendment

12. Calls on the Commission to ***pay particular attention to*** the use of trusted

logistics and in the functioning of container terminals; expresses its concern about the increasing dependence on non-EU producers for (border) security equipment in ports, as well as ship-to-shore cranes which are able to collect data on the origin and destination of containers;

technology in maritime logistics and in the functioning of container terminals; expresses its concern about the increasing dependence on non-EU producers for (border) security equipment in ports, as well as ship-to-shore cranes which are able to collect data on the origin and destination of containers;

Or. en

Amendment 158

Andris Ameriks

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Calls on the Commission to **address** the use of trusted technology in maritime logistics and in the functioning of container terminals; expresses its concern about the increasing dependence on non-EU producers for (border) security equipment in ports, as well as ship-to-shore cranes which are able to collect data on the origin and destination of containers;

Amendment

12. Calls on the Commission to **pay particular attention to** the use of trusted technology in maritime logistics and in the functioning of container terminals; expresses its concern about the increasing dependence on non-EU producers for (border) security equipment in ports, as well as ship-to-shore cranes which are able to collect data on the origin and destination of containers;

Or. en

Amendment 159

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. Asks the Commission to support cyber resilience, by urging ports to increase their monitoring capacity and support the development of comprehensive contingency plans;

stresses that the Commission should support this development by sharing guidelines, providing training and adequate financial means, as well as providing access to data and intelligence;

Or. en

Amendment 160
Johan Van Overtveldt

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Emphasises that a high level of cybersecurity of all actors in our ports is crucial to prevent espionage and severe disruptions of port systems and operations;

Amendment

13. Emphasises that a high level of cybersecurity of all actors in our ports is crucial to prevent espionage and severe disruptions of port systems and operations; *considers that the risk of negative spill-over effects from a lack of cybersecurity from one port to another is high and that therefore high standards should be maintained by all Member States and that the sharing of best practices and experiences should be recommended;*

Or. en

Amendment 161
Bergur Løkke Rasmussen, Jan-Christoph Oetjen, Nicola Danti

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Emphasises that a high level of cybersecurity *of all actors* in our ports *is crucial* to prevent espionage and severe disruptions of port systems and operations;

Amendment

13. Emphasises that a high level of cybersecurity *should be ensured* in our ports *as* to prevent espionage and severe disruptions of port systems and operations; *encourages Member States to request and address respective calls for cooperation to the European Maritime Safety Agency for technical and operational support on*

cybersecurity matters;

Or. en

Amendment 162
Johan Van Overtveldt

Motion for a resolution
Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. *Considers that cyber threats and the disruption of our economic fabric is all too often too easy and that exposing weaknesses in the cybersecurity of ports and addressing these is of the utmost importance; points out that the risk of cyber threats has increased significantly in the last few years and that this should not be considered as only a secondary issue;*

Or. en

Amendment 163
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution
Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. *Asks the Commission to support and facilitate the sharing of best practices on digital innovation and cybersecurity among ports and member states;*

Or. en

Amendment 164
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution
Paragraph 13 b (new)

Motion for a resolution

Amendment

13b. Stresses the importance of cooperation between ports, and with European, national, regional and international institutions to gain information on threat vectors or intelligence indicators, ensuring a more coordinated support towards threat analysis so ports can optimize their resilience and contingency planning;

Or. en

Amendment 165
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 14

Motion for a resolution

Amendment

14. Underlines that while data-sharing in logistics contributes to the efficiency, agility and resilience of supply chains, the use of non-EU state-controlled platforms in ports poses economic and strategic risks for the EU and should be **prevented**;

14. Underlines that while data-sharing in logistics contributes to the efficiency, agility and resilience of supply chains, the use of non-EU state-controlled platforms **gathering economic sensitive data** in ports poses economic and strategic risks for the EU and should be **monitored** ;

Or. en

Amendment 166
Bergur Løkke Rasmussen

Motion for a resolution
Paragraph 14

Motion for a resolution

Amendment

14. Underlines that while data-sharing in logistics contributes to the efficiency,

14. Underlines that while data-sharing in logistics contributes to the efficiency,

agility and resilience of supply chains, the use of non-EU state-controlled platforms in ports **poses** economic and strategic risks for the EU and should be prevented;

agility and resilience of supply chains, the use of non-EU state-controlled platforms in ports **may pose** economic and strategic risks for the EU and should **in such case** be prevented;

Or. en

Amendment 167

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Underlines that while data-sharing in logistics contributes to the efficiency, agility and resilience of supply chains, the use of non-EU state-controlled platforms in ports poses economic and strategic risks for the EU **and** should be prevented;

Amendment

14. Underlines that while data-sharing in logistics contributes to the efficiency, agility and resilience of supply chains, the use of non-EU state-controlled platforms in ports **may** poses economic and strategic risks for the EU, **which** should be prevented;

Or. en

Amendment 168

Andris Ameriks

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Underlines that while data-sharing in logistics contributes to the efficiency, agility and resilience of supply chains, the use of non-EU state-controlled platforms in ports **poses** economic and strategic risks for the EU **and** should be prevented;

Amendment

14. Underlines that while data-sharing in logistics contributes to the efficiency, agility and resilience of supply chains, the use of non-EU state-controlled platforms in ports **may pose** economic and strategic risks for the EU, **which** should be prevented;

Or. en

Amendment 169
João Pimenta Lopes

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Underlines that *while* data-sharing in logistics contributes to the efficiency, agility and resilience of supply chains, *the use of non-EU state-controlled platforms in ports poses economic and strategic risks for the EU and should be prevented*;

Amendment

14. Underlines that data-sharing in logistics contributes to the efficiency, agility and resilience of supply chains; *stresses that such data should strictly be managed and kept by the relevant public authorities*;

Or. pt

Amendment 170
Johan Van Overtveldt

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

14a. Stresses that although an increased digitalisation heavily contributes to an efficient working environment, the competitiveness and the sustainability of ports, this also adds to the risk of a cyber threat; considers that the more a system relies on digital tools, the more vulnerable it is to cyber threats; believes that as the benefits of further digitalisation outweigh these risks, the only solution is to strengthen the resilience of European ports to cyber threats;

Amendment

Or. en

Amendment 171
Andris Ameriks

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Underlines that ***EU ports are key entry points for*** illicit drugs ***and*** calls on the Commission to present measures for effective European cooperation to combat drug trafficking, extraction and criminal subversion;

Amendment

15. Underlines that illicit drugs ***are increasingly infiltrating Europe's society; recognises that ports as gateways to trade are sometimes being misused by criminal organisations for the trafficking of illicit products, in particular drugs, which can undermine the security of the port, supply chains and the people working there;*** calls on the Commission to present measures for effective European cooperation ***between all relevant authorities and players*** to combat drug trafficking, extraction and criminal subversion;

Or. en

Amendment 172

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 15

Motion for a resolution

15. ***Underlines that EU*** ports are key entry points for illicit drugs ***and*** calls on the Commission to present measures for effective European cooperation to combat drug trafficking, extraction and criminal subversion;

Amendment

15. ***Recognises that ports as gateways to trade are sometimes being misused by criminal organisations for the trafficking of illicit products, in particular drugs, which can undermine the security of the port, supply chains and the people working there; since*** ports are key entry points for illicit drugs, calls on the Commission to present measures for effective European cooperation ***among all relevant authorities and players*** to combat drug trafficking, extraction and criminal subversion;

Or. en

Amendment 173

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Underlines that EU ports are key entry points for illicit drugs and calls on the Commission to present measures for effective European cooperation to combat drug trafficking, extraction and criminal subversion;

Amendment

15. Underlines that EU ports are key entry points for illicit drugs and calls on the Commission to present measures for effective European cooperation to combat drug trafficking, extraction and criminal subversion; ***welcomes in this respect the Commission's intent to combat drug trafficking with an EU coordinated approach; further highlights the need to combat all kinds of transnational organized crime;***

Or. en

Amendment 174
Caroline Nagtegaal

Motion for a resolution
Paragraph 15

Motion for a resolution

15. ***Underlines*** that EU ports are ***key entry points for*** illicit drugs ***and*** calls on the Commission to present measures for effective European cooperation to combat drug trafficking, extraction and criminal subversion;

Amendment

15. ***Deplores*** that EU ports are ***misused by criminal organisations for the trafficking of illicit products, in particular drugs, which as a consequence undermines the security of the port industry and its workers;*** calls on the Commission to present measures for effective European cooperation ***by public authorities and private actors*** to combat drug trafficking, extraction and criminal subversion;

Or. en

Amendment 175
Johan Van Overtveldt

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Underlines that ***EU ports are key entry points for illicit drugs*** and calls on the Commission to present measures for effective European cooperation to combat drug trafficking, extraction and criminal subversion;

Amendment

15. Underlines that illicit drugs ***are increasingly being introduced into Member States through ports, having an effect on society as a whole and undermining the safety of ports, adjacent cities and its citizens***; Calls on the Commission to present measures for effective European cooperation to combat drug trafficking, extraction and criminal subversion;

Or. en

Amendment 176

Bergur Løkke Rasmussen, Dominique Riquet, Jan-Christoph Oetjen, Nicola Danti

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Underlines that EU ports are ***key entry points for illicit*** drugs and calls on the Commission to present measures for effective European cooperation to combat drug trafficking, extraction and criminal subversion;

Amendment

15. Underlines that EU ports are ***sometimes misused by criminal organisations for trafficking illegal products such as*** drugs and calls on the Commission to present measures for effective European cooperation to combat drug trafficking, extraction and criminal subversion;

Or. en

Amendment 177

Johan Van Overtveldt

Motion for a resolution

Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. Stresses that every European port is subject to different national and

regional policies, as well as a difference in geographical characteristics; therefore considers that a one-size-fits-all approach is to be avoided and attention should be paid to unique characteristics of ports;

Or. en

Amendment 178
Dominique Riquet

Motion for a resolution
Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. Underlines that the security of ports depends on their resilience to climate and environmental change; therefore calls on Member States to realise a long-term environmental risk assessment for critical port infrastructure and provide in a timely manner the adapting measures;

Or. en

Amendment 179
Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution
Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. On a more general level, highlights the growing importance of critical infrastructure protection at sea and underwater (including energy pipelines, communication networks and offshore renewable energy facilities) for the safety and security of EU waters and operations;

Or. en

Amendment 180
Massimiliano Salini, Lucia Vuolo

Motion for a resolution
Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. On a more general level, highlights the growing importance of protecting critical sea and underwater infrastructure (including energy pipelines, communication networks, and offshore renewable energy facilities) for the safety and security of EU waters and operations;

Or. en

Amendment 181
Johan Van Overtveldt

Motion for a resolution
Paragraph 15 b (new)

Motion for a resolution

Amendment

15b. Stresses that in the fight against drugs trafficking, EU ports should be able to work closely with law enforcement and have access to the necessary digital tools given a necessary and sufficient legal justification;

Or. en

Amendment 182
Johan Van Overtveldt

Motion for a resolution
Paragraph 15 c (new)

Motion for a resolution

Amendment

15c. Considers that, given the role ports play as critical infrastructure, cooperation with all entities and governments involved in safeguarding security is paramount; calls for a European Port Strategy to provide a framework that allows ports to fulfill their security tasks to the fullest;

Or. en

Amendment 183

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution Subheading 3

Motion for a resolution

Role of ports in **energy** transition

Amendment

Role of ports in **the just** transition

Or. en

Amendment 184

Andris Ameriks

Motion for a resolution Paragraph 16

Motion for a resolution

16. Stresses the vital role ports play in the energy transition as energy hubs for the conversion, conditioning and storing of energy carriers, for the import of critical raw materials, as servicing stations for offshore energy facilities and as nodes in transport systems supporting the energy transition;

Amendment

16. Stresses the vital role ports play in the energy transition as energy hubs for the conversion, conditioning and storing of energy carriers, for the import of **hydrogen and other crucial energy sources as well as of** critical raw materials, **as essential hubs in the development of EU Net-Zero industry ecosystems**, as servicing stations for offshore energy facilities and as nodes in transport systems supporting the energy transition;

Or. en

Amendment 185

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Stresses the vital role ports play in the energy transition as energy hubs for the conversion, conditioning and storing of energy carriers, for the import of critical raw materials, as servicing stations for offshore energy facilities and as nodes in transport systems supporting the energy transition;

Amendment

16. Stresses the vital role ports play in the energy transition as energy hubs for the conversion, conditioning and storing of energy carriers, ***as well as its generation from low and zero emission sources***, for the import of critical raw materials, as servicing stations for offshore energy facilities and as nodes in transport systems supporting the energy transition;

Or. en

Amendment 186

Bergur Løkke Rasmussen, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Stresses the vital role ports play in the energy transition as energy hubs for the conversion, conditioning and storing of energy carriers, for the import of critical raw materials, as servicing stations for offshore energy facilities and as nodes in transport systems supporting the energy transition;

Amendment

16. Stresses the vital role ports play in the energy transition as energy hubs for the conversion, conditioning and storing of energy carriers, for the import of critical raw materials, as ***carbon capture and storage hubs, as servicing stations and manufacturing hubs*** for offshore energy facilities and as nodes in transport systems supporting the energy transition;

Or. en

Amendment 187

Dominique Riquet

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Stresses the vital role ports play in the energy transition as energy hubs for the conversion, conditioning and storing of energy carriers, for the import of critical raw materials, as servicing stations for offshore energy facilities and as nodes in transport systems supporting the energy transition;

Amendment

16. Stresses the vital role ports play in the energy transition as energy hubs for the conversion, conditioning and storing of energy carriers, for the import of critical raw materials, ***liquified gas, hydrogen and ammonia*** as servicing stations for offshore energy facilities and as nodes in transport systems supporting the energy transition;

Or. en

Amendment 188

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Underlines that European ports are pivotal in safeguarding Europe's energy security and in reducing its external energy dependency; stresses that Europe's ports have been and will be instrumental in repowering Europe in the short term as well as in reinforcing the efforts to achieve a pragmatic and concrete transition to a climate neutral society in the long term;

Or. en

Amendment 189

Andris Ameriks

Motion for a resolution

Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Underlines that European ports are pivotal in safeguarding Europe's energy security and in reducing its external energy dependency; stresses that

Europe's ports have been and will be instrumental in repowering Europe in the short term as well as in reinforcing the efforts to prepare for a fossil-free energy landscape in Europe;

Or. en

Amendment 190
Johan Van Overtveldt

Motion for a resolution
Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Stresses that currently the EU is dependent on China for its energy transition because of the large amount of critical raw materials needed for infrastructure contributing to this shift; supports the incentive given by the Commission in the form of Critical Raw Materials Act to change the status quo;

Or. en

Amendment 191
Bergur Løkke Rasmussen, Jan-Christoph Oetjen, Nicola Danti, Pierre Karleskind

Motion for a resolution
Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Calls on the Commission to analyze and address the need to fast track permitting of port expansions, so the ports will not become a bottleneck in the energy transition;

Or. en

Amendment 192

Dominique Riquet

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

Motion for a resolution

Amendment

16a. Stresses the importance of increasing synergies between the trans-European transport network and the trans-European energy network;

Or. en

**Amendment 193
Jutta Paulus**

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

Motion for a resolution

Amendment

16a. Calls on the Commission and Member States to harmonise port development with offshore wind deployment plans;

Or. en

**Amendment 194
Bergur Løkke Rasmussen, Jan-Christoph Oetjen, Elsi Katainen, Pierre Karleskind**

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

Motion for a resolution

Amendment

16b. Underlines that European ports are pivotal in safeguarding Europe's energy security; calls on the Commission to assess whether other European legislation contradicts the objectives of the energy transition and EU energy policy, and whether such legislation should be amended in order to improve security of supply and ensure green transition,

notably in ports;

Or. en

Amendment 195
Johan Van Overtveldt

Motion for a resolution
Paragraph 16 b (new)

Motion for a resolution

Amendment

16b. Underlines that ports play a crucial role in the energy transition and as distribution hubs for renewable energies such as hydrogen, and that this will only increase given the importance of energy self-sufficiency of Member States;

Or. en

Amendment 196
Jutta Paulus

Motion for a resolution
Paragraph 16 b (new)

Motion for a resolution

Amendment

16b. Highlights the need for a more sustainable management of maritime space and coasts to unlock the potential of offshore renewable energy;

Or. en

Amendment 197
Jutta Paulus

Motion for a resolution
Paragraph 16 c (new)

Motion for a resolution

Amendment

16c. Encourages the use of harbour areas for photovoltaic and wind energy deployment;

Or. en

Amendment 198

Kathleen Van Brempt, Vera Tax, Marianne Vind

Motion for a resolution

Paragraph 17

Motion for a resolution

Amendment

17. Calls on the Commission to address the increasing need for investments in ports and their infrastructure so that they can assume their role in the energy transition;

deleted

Or. en

Amendment 199

Mario Furore

Motion for a resolution

Paragraph 17

Motion for a resolution

Amendment

17. Calls on the Commission to address the increasing need for investments in ports and their infrastructure so that they can assume their role in the energy transition;

17. Calls on the Commission to address the increasing need for investments in ports and their infrastructure so that they can assume their role in the energy transition; ***calls for greater efforts to be made to support the electrification of ports as part of the energy transition;***

Or. it

Amendment 200

Andris Ameriks

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Calls on the Commission to address the increasing need for investments in ports and their infrastructure so that they can assume their role in the energy transition;

Amendment

17. Calls on the Commission to address the increasing need for investments in ports and their infrastructure, ***which are of high societal value but often lack the required return on investment for the investing port***, so that they can ***continue to*** assume their role in the energy transition;

Or. en

Amendment 201 Dominique Riquet

Motion for a resolution Paragraph 17

Motion for a resolution

17. Calls on the Commission to address the increasing need for investments in ports and their infrastructure so that they can assume their role in the energy transition;

Amendment

17. Calls on the Commission ***and Member States*** to address the increasing need for investments in ports and their infrastructure so that they can assume their role in the energy transition, ***in particular in overseas territories and outermost regions***;

Or. en

Amendment 202 João Pimenta Lopes

Motion for a resolution Paragraph 17

Motion for a resolution

17. Calls on the Commission to address the increasing need for investments in ports and their infrastructure so that they can assume their role in the energy transition;

Amendment

17. Calls on the Commission ***and the Member States*** to address the increasing need for investments in ports and their infrastructure so that they can assume their role in the energy transition;

Amendment 203
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Calls on the Commission to address the increasing need for investments in ports and their infrastructure so that they can assume their role in the energy transition;

Amendment

17. Calls on the Commission **and Member States** to address the increasing need for investments in ports and their infrastructure so that they can assume their role in the energy transition;

Or. en

Amendment 204
Johan Van Overtveldt

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Calls on the Commission to address the increasing need for investments in ports and their infrastructure so that they can assume their role in the energy transition;

Amendment

17. Calls on the Commission to address the increasing need for investments in ports **and terminals** and their infrastructure so that they can assume their role in the energy transition;

Or. en

Amendment 205
Caroline Nagtegaal

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Stresses that EU ports are vital in safeguarding Europe's energy security and contribute to the EU's goal to become

more strategically independent; stresses, in this regard, that ports play a central role in the energy transition by facilitating the production, import and supply of sustainable energy; recognises, furthermore the current importance of transitional technologies as alternatives to heavy fuel oil and natural gas, such as LNG and LNG infrastructure for a gradual transition towards zero-emission alternatives in ports and the maritime sector, in parallel to finding and financing long-term zero-emission alternatives;

Or. en

Amendment 206
Josianne Cutajar

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Underlines the role of ports as energy clusters for the blue economy, including offshore wind energy production and storage, and their role in the energy transition and calls for public and private investments in shore-to-ship facilities and in increasing the shipping sector's capacity to meet the surging demand of container ships as well as in the development of large-scale electricity storage and transport of green hydrogen;

Or. en

Amendment 207
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Reiterates the importance of the targets of climate neutrality as set in the new growth strategy of the EU (Green Deal), including for the maritime and ports sector;

Or. en

Amendment 208

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

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

Motion for a resolution

Amendment

17b. Highlights the crucial role that ports can play as enablers of the green transition, where industrial policy and climate policies can go hand in hand; asks the Commission to raise awareness around existing best practices and case studies in leading EU ports and to enhance cooperation between ports in the Union and between Member States to share such best practises;

Or. en

Amendment 209

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

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

Motion for a resolution

Amendment

17c. Asks the Commission to carry out an in-depth analysis (including a societal and environmental cost-benefit analysis) on a potential ship capacity maximum to call in EU ports (harmonised across all EU ports), striking a balance between

ports' competitiveness, societal return, labour conditions in ports, and climate gains;

Or. en

Amendment 210

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

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

Motion for a resolution

Amendment

17d. Asks the Commission to prioritize ports in its Circular Economy strategy and assist Member States and local Port Authorities by providing guidance on implementing projects related to circularity;

Or. en

Amendment 211

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

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

Motion for a resolution

Amendment

17e. Highlights that ports are air pollution hotspots, especially during peak congestion; stresses the need for increased monitoring and prevention measures for air pollution from ships; asks the Commission to take steps towards pollution free port areas;

Or. en

Amendment 212

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne

Cutajar

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

Motion for a resolution

Amendment

17f. Stresses that collaboration and forming strong cooperative networks beyond the ports' territories will be key in making the green transition a success;

Or. en

Amendment 213

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

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

Motion for a resolution

Amendment

17g. Asks the Commission to deliver on its Modal Shift ambition as put forward in the Green Deal and tackle the remaining challenges on inland waterways and, especially, rail freight to boost its uptake in ports and their connectivity to the hinterland;

Or. en

Amendment 214

Josianne Cutajar

**Motion for a resolution
Paragraph 18**

Motion for a resolution

Amendment

18. Underlines that an energy transition in ports will not be possible without a skilled workforce;

18. Underlines that an energy transition in ports will not be possible without a skilled workforce; *calls on the Commission and on Member States to continue collaborating with the private sector on finding new pathways towards*

attracting and retaining talent, upskilling and reskilling the workforce, including through public-private partnerships or partnerships with educational and vocational institutions;

Or. en

Amendment 215

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution Paragraph 18

Motion for a resolution

18. Underlines that ***an energy*** transition in ports will not be possible without a skilled workforce;

Amendment

18. Underlines that ***the just*** transition in ports will not be possible without a skilled workforce; ***urges the Commission to provide future-proof training, education and life-long learning opportunities to put port workers in the center of the digital and green transition, and to make the industry more attractive to women;***

Or. en

Amendment 216

Andris Ameriks

Motion for a resolution Paragraph 18

Motion for a resolution

18. Underlines that an energy transition in ports will not be possible without a skilled workforce;

Amendment

18. Underlines that an energy transition in ports will not be possible without a skilled workforce, ***easy and swift permitting procedures, adequate public and private funding, as well as EU legislation adequately recognising and facilitating the energy role of ports, including in the TEN-T Regulation;***

Or. en

Amendment 217

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Underlines that an energy transition in ports will not be possible without a skilled workforce;

Amendment

18. Underlines that an energy transition in ports will not be possible without a skilled workforce, ***easy and swift permitting procedures, adequate public and private funding, as well as EU legislation adequately recognising and facilitating the energy role of ports;***

Or. en

Amendment 218

Bergur Løkke Rasmussen, Dominique Riquet, Jan-Christoph Oetjen, Nicola Danti, Elsi Katainen, Pierre Karleskind

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Underlines that an energy transition in ports will not be possible without a skilled workforce;

Amendment

18. Underlines that an energy transition in ports will not be possible without a skilled workforce, ***easy and swift permitting procedures and adequate public and private funding;***

Or. en

Amendment 219

Caroline Nagtegaal

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Underlines that an energy transition in ports will not be possible without a

Amendment

18. Underlines that an energy transition in ports, ***in the shipbuilding industry as***

skilled workforce;

well as the maritime sector will not be possible without a skilled workforce;

Or. en

Amendment 220

Johan Van Overtveldt

Motion for a resolution

Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Stresses the risk of carbon and business leakage to third-country ports; considers that EU ports often play a pioneering role in the energy transition and take risks when making big investments in the energy transition;

Or. en

Amendment 221

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Reiterates the important societal role of ports in providing many direct and indirect jobs and stresses the need to safeguard fair and safe working conditions for all port and maritime workers;

Or. en

Amendment 222

Bergur Løkke Rasmussen, Dominique Riquet, Pierre Karleskind

Motion for a resolution

Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. *Stresses the importance of the ‘Just-in-Time Arrival’ principle when it comes to the green transition and calls on the Commission to put forward measures to promote the use of the principle;*

Or. en

Amendment 223

Johan Van Overtveldt

Motion for a resolution

Paragraph 18 b (new)

Motion for a resolution

Amendment

18b. *Recalls that on-shore power supply plays a vital role for the electrification of ports, and entails high investment risks without financial support by the Commission and Member States;*

Or. en

Amendment 224

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 18 b (new)

Motion for a resolution

Amendment

18b. *Highlights that crisis episodes have shown that seafarers, crew members, fishers and port workers are essential ‘front line’ workers and their wellbeing is vital to keep the world moving;*

Or. en

Amendment 225

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 18 c (new)

Motion for a resolution

Amendment

18c. Asks for data on (direct and indirect) employment across all EU ports to be included and made publicly accessible in the Eurostat database; underlines the importance of data on maritime accidents to be recorded and made transparent;

Or. en

Amendment 226

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 18 d (new)

Motion for a resolution

Amendment

18d. Asks the Commission to address social dumping in the maritime sector, especially related to third-nationals on board of ships docking into EU ports and to increase the number of social inspections as well as to improve monitoring;

Or. en

Amendment 227

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 18 e (new)

Motion for a resolution

Amendment

18e. Reiterates the importance of social dialogue, in which all stakeholders involved in the maritime supply chain should take part, to ensure that the digital and green transitions do not happen on the shoulders of workers;

Or. en

Amendment 228

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 18 f (new)

Motion for a resolution

Amendment

18f. Highlights the importance of strong port worker statutes, to ensure jobs are safe and well-regulated across EU ports;

Or. en

Amendment 229

João Pimenta Lopes

Motion for a resolution

Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Calls on the Member States to step up recruitment of workers needed for different areas (pilotage, inspection, coastal monitoring, supervision, etc.) and to rebuild the notion of 'pool of registered dockworkers', as a historic global achievement for dockers and an important step, inter alia, towards putting an end to instability in the sector;

Or. pt

Amendment 230
Andris Ameriks

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Stresses that strengthening the economic position of EU ports and improving their competitiveness in a global economy is crucial for limiting foreign influence and security risks;

Amendment

19. Stresses that strengthening the economic position of EU ports and improving their competitiveness in a global economy is crucial for limiting foreign influence and security risks ***as well as for Europe's supply chain sovereignty; considers that European legislation that risks to undermine the competitiveness of EU ports and creates carbon and business leakage to ports outside the EU should therefore be avoided;***

Or. en

Amendment 231
Caroline Nagtegaal

Motion for a resolution
Paragraph 19

Motion for a resolution

19. Stresses that strengthening the economic position of EU ports and improving their competitiveness in a global economy is crucial for limiting foreign influence and security risks;

Amendment

19. Stresses that strengthening the economic position of EU ports and improving their competitiveness in a global economy is crucial for limiting foreign influence and security risks; ***stresses that in order to maintain EU ports' strong position in the world possible carbon leakage effects to ports outside the EU as a result of EU law should be avoided and, if confirmed, should be addressed;***

Or. en

Amendment 232
João Pimenta Lopes

Motion for a resolution

Paragraph 19

Motion for a resolution

19. Stresses that strengthening the economic position of **EU** ports and improving their competitiveness in a global economy **is** crucial for **limiting foreign influence and security risks**;

Amendment

19. Stresses that strengthening the economic position of ports and improving their competitiveness in a global economy, ***coupled with a productive capacity recovery strategy, are*** crucial for ***the sovereignty, development and cohesion of the Member States***;

Or. pt

Amendment 233

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 19

Motion for a resolution

19. Stresses that strengthening the economic position of EU ports and improving their competitiveness in a global economy is crucial for limiting foreign influence and security risks;

Amendment

19. Stresses that strengthening the economic position of EU ports and improving their competitiveness in a global economy is crucial for limiting foreign influence and security risks, ***as well as for Europe's supply-chain sovereignty***;

Or. en

Amendment 234

Bergur Løkke Rasmussen, Dominique Riquet, Jan-Christoph Oetjen, Elsi Katainen, Pierre Karleskind

Motion for a resolution

Paragraph 19

Motion for a resolution

19. Stresses that strengthening the economic position of EU ports and improving their competitiveness in a global economy is crucial for limiting foreign influence and security risks;

Amendment

19. Stresses that strengthening the economic position of EU ports and improving their competitiveness in a global economy is crucial for limiting foreign influence and security risks ***as well as***

ensuring stable supply chains ;

Or. en

Amendment 235
Massimiliano Salini, Lucia Vuolo

Motion for a resolution
Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. Asks the Commission to urgently evaluate and prevent the risks of delocalisation of container transshipment activities to non-EU ports, in light of the inclusion of maritime transport within the scope of Directive 2003/87/EC^{1a}; believes that such Directive should be reviewed with the aim of restoring effective parity of treatment between EU and non-EU ports, including transshipment port calls during deep-sea intercontinental voyages; believes that by doing so, it will be possible to preserve the competitiveness of EU ports, safeguard jobs, protect investments and maintain traffic volumes, while also preventing carbon leakage caused by longer vessel routes to evade calls at EU ports;

^{1a} Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC.

Or. en

Amendment 236
Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova, Carlo Fidanza

Motion for a resolution

Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. *Considers that pieces of European legislation that risk to undermine the competitiveness of EU ports and create carbon and business leakage toward ports outside the Union should be avoided or, if they already entered into force, amended; calls on the Commission to accelerate the revision of Directive 2003/87/EC^{1a} of the European Parliament and of the Council, to bring those EU transshipment ports, which are subject to competition by non-EU ones, on a competitive par with them by subjecting ships which call at EU transshipment ports to the same requirements regarding the scope of GHG emissions covered by the directive as those that are in place for non-EU transshipment ports;*

^{1a} Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC.

Or. en

Amendment 237

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. *Underlines the importance of a healthy, competitive and diversified maritime and logistics environment for ports; points however to the increasing market power of a small amount of stakeholders, in particular shipping lines, as a result of market consolidation and*

vertical integration, that risks to affect the fair power balance and level playing field between the different actors in the port ecosystem, with significant social, environmental implications and financial costs for society; asks the Commission to no longer extend the Consortia Block Exemption Regulation;

Or. en

Amendment 238

Valter Flego

Motion for a resolution

Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. Emphasizes that the share of CEF budget should better reflect the role of European ports; notes that the European ports deserve more than 4% of CEF budget, in this regard calls upon the European Commission and the Member States to increase the CEF budgetary line to enable the development of European ports, boost investments in new digital technology and green transition, especially for small scale ports and marines which are located on peninsulas, island and remote regions;

Or. en

Amendment 239

Nicola Danti, Izaskun Bilbao Barandica, Elsi Katainen, José Ramón Bauzá Díaz

Motion for a resolution

Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. Calls on the Commission, in light of the extension of the EU emission trading system (ETS) to the maritime

sector, to assess without delay the risks of transfer of container transshipment activities to non-EU ports, and to propose any necessary measure to ensure parity of treatment between EU and non-EU neighbouring ports, including in the context of deep-sea intercontinental voyages, in view to avoid evasive behaviours, prevent carbon leakage and ensure fair competition;

Or. en

Amendment 240
João Pimenta Lopes

Motion for a resolution
Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. *Calls on the relevant Member States to promote the development of the ship repair and ship building industries as a way of supporting a strategy to strengthen and invest in port systems;*

Or. pt

Amendment 241
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. *Underlines the need to monitor the competitive position of transshipments ports in the EU, while implementing elements of the Fit for 55 package such as ETS for shipping;*

Or. en

Amendment 242

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 19 b (new)

Motion for a resolution

Amendment

19b. Emphasizes the importance of effective and timely dialogue between ports and other logistics stakeholders (including shipping lines) in order to ensure well-functioning supply chains, avoid stranded assets, and to increase transparency about mutual needs;

Or. en

Amendment 243

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 19 c (new)

Motion for a resolution

Amendment

19c. Highlights that ports play a crucial role in a well-functioning Customs Union, which is fundamental to the EU's competitiveness, security, sustainability and resilience;

Or. en

Amendment 244

Valter Flego

Motion for a resolution

Paragraph 20

Motion for a resolution

Amendment

20. Calls on the Commission to analyse and address the investment needs of ports

20. Calls on the Commission to analyse and address the investment needs of ports

in order for them to be competitive in the future and to work towards a more stable investment climate including transparency and predictability in investment assessments;

in order for them to be competitive in the future and to work towards a more stable investment climate including transparency and predictability in investment assessments; ***calls on the Commission to present the “The Atlas of small European ports” - mapping port city territories, local geographies, histories, practices and traditions, which will help us to better understand the needs of European ports, the challenges they are facing and the importance they have for the countries, regions and local communities;***

Or. en

Amendment 245

Bergur Løkke Rasmussen, Dominique Riquet, Jan-Christoph Oetjen, Pierre Karleskind

Motion for a resolution Paragraph 20

Motion for a resolution

20. Calls on the Commission to ***analyse*** and address the investment needs ***of ports*** in order for them to be competitive ***in the future*** and to work towards a more stable investment climate including transparency and predictability in investment assessments;

Amendment

20. Calls on the Commission to ***establish an “Atlas of European Ports” by mapping the European commercial ports, their roles and importance for different sectors, and analyze the availability of electricity and green fuels in ports; considers that such a mapping will help form an overall factual basis for the continues development of EU ports*** and address the investment needs in order for them to be competitive ***and future-proof*** and to work towards a more stable investment climate including transparency and predictability in investment assessments;

Or. en

Amendment 246

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Calls on the Commission to analyse and address the investment needs of ports in order for them to be competitive in the future and to work towards a more stable investment climate **including** transparency and predictability in investment assessments;

Amendment

20. Calls on the Commission to analyse and address the investment needs of **European** ports in order for them to be competitive in the future and to work towards a more stable investment climate **that is attractive to foreign investors and ensures legal certainty for potential investors as well as** transparency **on outcomes of** and predictability in investment assessments;

Or. en

Amendment 247

Andris Ameriks

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Calls on the Commission to analyse and address the investment needs of ports in order for them to be competitive in the future and to work towards a more stable investment climate **including** transparency and predictability in investment assessments;

Amendment

20. Calls on the Commission to analyse and address the investment needs of **Europe's** ports in order for them to be competitive in the future and to work towards a more stable investment climate **that is attractive to foreign investors and ensures legal certainty for potential investors and that includes** transparency **on outcomes of** and predictability in investment assessments;

Or. en

Amendment 248

Mario Furore

Motion for a resolution

Paragraph 20

Motion for a resolution

Amendment

20. Calls on the Commission to analyse and address the investment needs of ports in order for them to be competitive in the future and to work towards a more stable investment climate including transparency and predictability in investment assessments;

20. Calls on the Commission to analyse and address the investment needs of ports, ***in particular with regard to electrification,*** in order for them to be competitive in the future and to work towards a more stable investment climate including transparency and predictability in investment assessments;

Or. it

Amendment 249
Johan Van Overtveldt

Motion for a resolution
Paragraph 20

Motion for a resolution

20. Calls on the Commission to analyse and address the investment needs of ports in order for them to ***be*** competitive in the future and to work towards a more stable investment climate including transparency and predictability in investment assessments;

Amendment

20. Calls on the Commission to analyse and address the investment needs of ports in order for them to ***remain*** competitive in the future and to work towards a more stable investment climate including transparency and predictability in investment assessments, ***both public and private;***

Or. en

Amendment 250
João Pimenta Lopes

Motion for a resolution
Paragraph 20

Motion for a resolution

20. Calls on the Commission to analyse and address the investment needs of ports in order for them to be competitive in the future and to work towards a more stable investment climate including transparency and predictability in investment assessments;

Amendment

20. Calls on the Commission ***and the Member States*** to analyse and address the investment needs of ports in order for them to be competitive in the future and to work towards a more stable investment climate including transparency and predictability in investment assessments;

Amendment 251

Jutta Paulus

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Calls on the Commission to analyse and address the investment needs of ports in order for them to be competitive ***in the future and to work towards a more stable investment climate including transparency and predictability in investment assessments;***

Amendment

20. Calls on the Commission to analyse and address the investment needs of ports in order for them to be ***in line with the EU climate targets and to avoid investments in oversized infrastructure at tax payers' expense in order to stay competitive on a global scale;***

Or. en

Amendment 252

Josianne Cutajar

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. Is mindful of the application of the EU Emissions Trading System (ETS) Directive and of the risk of transfer of transshipment activities to ports outside the EU, specifically from Euro-Mediterranean ports to North Africa; draws attention to the fact that such a transfer would also lead to even greater carbon leakages in the Mediterranean since competing North African ports simply do not comply with the same standards; therefore, calls on the Commission to urgently evaluate and assess the socio-economic implications that this transfer would have for the labour market and the businesses and manufacturers dependent on these ports and to propose measures to address this

situation effectively;

Or. en

Amendment 253

Andris Ameriks

Motion for a resolution

Paragraph 21

Motion for a resolution

21. Recalls that ports are not stand-alone assets as they have their place in a vast system of maritime logistics and supply chains driven by demand from European importers and exporters;

Amendment

21. Recalls ***that in the last 20 years Europe has seen an increase of trade flows from non-European countries; and*** that ports are not stand-alone assets as they have their place in a vast system of maritime logistics and supply chains driven by demand from European importers and exporters;

Or. en

Amendment 254

Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution

Paragraph 21

Motion for a resolution

21. Recalls that ports are not stand-alone assets as they have their place in a vast ***system*** of maritime logistics ***and*** supply chains driven by demand from European importers and exporters;

Amendment

21. Recalls that ports are not stand-alone assets as they have their place in a vast ***ecosystem*** of maritime logistics, supply chains ***and industry*** driven by demand from European importers and exporters;

Or. en

Amendment 255

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 21

Motion for a resolution

21. Recalls that ports are not stand-alone assets as they have their place in **a vast system** of maritime logistics and supply chains driven by demand from European importers and exporters;

Amendment

21. Recalls that ports are not stand-alone assets as they have their place in **the waterborne ecosystem** of maritime logistics and supply chains driven by demand from European importers and exporters;

Or. en

Amendment 256

Massimiliano Salini, Lucia Vuolo

Motion for a resolution

Paragraph 21

Motion for a resolution

21. Recalls that ports are not stand-alone assets as they have their place in a vast system of maritime logistics **and** supply chains driven by demand from European importers and exporters;

Amendment

21. Recalls that ports are not stand-alone assets as they have their place in a vast system of maritime logistics, supply chains **and industry** driven by demand from European importers and exporters;

Or. en

Amendment 257

Pablo Arias Echeverría

Motion for a resolution

Paragraph 21 a (new)

Motion for a resolution

Amendment

21a. Highlights the contribution of European ports to the industrial competitiveness and open strategic autonomy of the European Union, as they are the key logistics infrastructure of any industrial value chain. Ports that are efficient and well-connected by road and rail provide highly efficient services for the import of goods as well as access to

major international shipping routes for export, thus keeping open transport routes that can be critical to the security of supply of raw materials, products and energy;

Or. es

Amendment 258
Bergur Løkke Rasmussen

Motion for a resolution
Paragraph 22

Motion for a resolution

Amendment

22. Is concerned about EU shipping companies facing restrictive maritime cabotage law in China, which de facto forbids them from carrying out cabotage operations between Chinese ports, while cabotage operations constitute a core element of the business model of Chinese shipping companies in and between certain EU ports; calls on the Commission to explore the possibility of introducing an EU maritime cabotage law that could apply to non-EU shippers;

deleted

Or. en

Amendment 259
Kathleen Van Brempt, Vera Tax, Marianne Vind

Motion for a resolution
Paragraph 22

Motion for a resolution

Amendment

22. Is concerned about EU shipping companies facing restrictive maritime cabotage law in China, which de facto forbids them from carrying out cabotage operations between *Chinese* ports, while cabotage operations constitute a core element of the business model of Chinese

22. Is concerned about EU shipping companies facing restrictive maritime cabotage law in *third countries, including* China, which de facto forbids them from carrying out cabotage operations between *these third country* ports; *highlights that* while cabotage operations constitute a core

shipping companies in and between certain EU ports; calls on the Commission to explore the possibility of ***introducing an EU maritime cabotage law that could apply to non-EU shippers***;

element of the business model of Chinese shipping companies in and between certain EU ports; calls on the Commission to explore the possibility of ***amending the EU maritime cabotage law so that cabotage operations between EU ports are reserved to EU shipping companies***;

Or. en

Amendment 260
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 22

Motion for a resolution

22. Is concerned about EU shipping companies facing restrictive maritime cabotage law in China, which de facto forbids them from carrying out cabotage operations between Chinese ports, while cabotage operations constitute a core element of the business model of Chinese shipping companies in and between certain EU ports; ***calls on the Commission to explore the possibility of introducing an EU maritime cabotage law that could apply to non-EU shippers***;

Amendment

22. Is concerned about EU shipping companies facing restrictive maritime cabotage law in China, which de facto forbids them from carrying out cabotage operations between Chinese ports, while cabotage operations constitute a core element of the business model of Chinese shipping companies in and between certain EU ports;

Or. en

Amendment 261
Andris Ameriks

Motion for a resolution
Paragraph 23

Motion for a resolution

23. Underlines the importance of ***the*** EU Global Gateway initiative as a strategic global alternative to the Chinese Belt and Road Initiative;

Amendment

23. Underlines the importance of ***a solid and well-thought-out*** EU Global Gateway initiative as ***a tool to build strategic, sustainable and secure transport corridors and support global value***

chains; considers that the initiative may therefore enhance the connectivities and competitiveness of Europe's ports when investments are chosen strategically and safeguard the level playing, and can be a strategic global alternative to the Chinese Belt and Road Initiative;

Or. en

Amendment 262

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 23

Motion for a resolution

23. Underlines the importance of the EU Global Gateway initiative as a strategic global alternative to the Chinese Belt and Road Initiative;

Amendment

23. Underlines the importance of the EU Global Gateway initiative as a strategic global alternative to the Chinese Belt and Road Initiative; *emphasizes the potential of Global Gateway projects in the maritime industry (e.g. port infrastructure, hinterland road and rail connection, green hydrogen) to create a network of ports that facilitate trade and investment, and leads to mutually beneficial partnerships;*

Or. en

Amendment 263

João Pimenta Lopes

Motion for a resolution

Paragraph 23

Motion for a resolution

23. *Underlines the importance of the EU Global Gateway initiative as a strategic global alternative to the Chinese Belt and Road Initiative;*

Amendment

23. *Takes the view that the EU Global Gateway initiative should serve as an instrument to enhance cooperation and effective development in the countries participating in the initiative;*

Amendment 264
Pablo Arias Echeverría

Motion for a resolution
Paragraph 23 a (new)

Motion for a resolution

Amendment

23a. Calls on the Commission to monitor the proper implementation of Directive 2003/87/EC, on emission allowances, with regard to evasive port calls and the relocation of transshipment activities to ports outside of the Union. Such evasive behaviours are harmful to the European ports that are, on account of their location, the most vulnerable to competing ports in third countries and may result in increased CO2 emissions.

Or. es

Amendment 265
Jutta Paulus

Motion for a resolution
Paragraph 24

Motion for a resolution

Amendment

24. Stresses the urgent need for improving the strength **and** capacity of hinterland connections, **particularly those that are part of TEN-T**;

24. Stresses the urgent need for improving the strength, capacity **and resilience** of hinterland connections, **taking into account the need for emission reduction and energy efficiency and aiming to shift inland transport to rail and inland waterways as far as possible while also preparing for the impacts of climate change such as extreme weather events and low levels in inland waterways and consider planning for fall-back options**;

Or. en

Amendment 266

Mario Furore

Motion for a resolution

Paragraph 24

Motion for a resolution

24. Stresses the urgent need for improving the strength and capacity of hinterland connections, particularly those that are part of TEN-T;

Amendment

24. Stresses the urgent need for improving the strength and capacity of hinterland connections, particularly those that are part of TEN-T; ***considers the development of multimodality to be the key to having transport that meets the objectives of the Green Deal;***

Or. it

Amendment 267

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 24

Motion for a resolution

24. Stresses the urgent need for improving the strength and capacity of hinterland connections, particularly those that are part of TEN-T;

Amendment

24. Stresses the urgent need for improving the strength and capacity of hinterland connections ***in a sustainable way with particular links to inland waterways and rail connection,*** particularly those that are part of TEN-T;

Or. en

Amendment 268

Andris Ameriks

Motion for a resolution

Paragraph 24

Motion for a resolution

24. Stresses the urgent need for improving the strength and capacity of

Amendment

24. Stresses the urgent need for improving the strength and capacity of

hinterland connections, particularly those that are part of TEN-T;

hinterland connections *of Europe's ports*, particularly those that are part of TEN-T, *including to reach the goals set in the Net-Zero Industry Act*;

Or. en

Amendment 269
Josianne Cutajar

Motion for a resolution
Paragraph 24 a (new)

Motion for a resolution

Amendment

24a. *Emphasises the need to improve and update the available infrastructure in ports and to guarantee the resilience thereof in order to ensure the free movement of net zero technologies placed on the Single market and to facilitate the development of strategic projects provided for under the Net-Zero Industry Act, especially with regards to onshore wind and offshore renewable energy and carbon capture and storage;*

Or. en

Amendment 270
Johan Van Overtveldt

Motion for a resolution
Paragraph 24 a (new)

Motion for a resolution

Amendment

24a. *Recalls that inland waterways play a vital role in the European transport system, providing a sustainable and efficient mode of transport for goods and people; therefore stresses that inland waterways should not be left out of scope for a potential European Port Strategy.*

Or. en

Amendment 271
João Pimenta Lopes

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Underlines the importance of maritime manufacturing in the EU as a foundation for maintaining a thriving maritime logistical sector;

Amendment

25. Underlines the importance of maritime manufacturing in the EU as a foundation for maintaining a thriving maritime logistical sector; ***deplores, in that regard, the winding down of the merchant navy or shipbuilding capacity in some countries, following liberalisation of the sector; emphasises the importance of reversing that process;***

Or. pt

Amendment 272
Marco Campomenosi, Annalisa Tardino, Paolo Borchia, Massimo Casanova

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Underlines the importance of maritime manufacturing in the EU as a foundation for maintaining a thriving maritime ***logistical*** sector;

Amendment

25. Underlines the importance of maritime manufacturing, ***as well as shipbuilding and its supply-chain***, in the EU as a foundation for maintaining a thriving maritime sector; ***in this regard, calls on the European Commission to urgently define an ambitious European Industrial Maritime Strategy for a globally competitive and resilient maritime technology industry;***

Or. en

Amendment 273
Massimiliano Salini, Lucia Vuolo

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Underlines the importance of maritime manufacturing in the EU as a foundation for maintaining a thriving maritime **logistical** sector;

Amendment

25. Underlines the importance of maritime manufacturing in the EU as a foundation for maintaining a thriving maritime sector; ***in this context, calls on the European Commission to urgently develop an ambitious European Industrial Maritime Strategy with the aim of establishing a globally competitive and resilient maritime technology industry***

Or. en

Amendment 274

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution
Paragraph 25

Motion for a resolution

25. Underlines the importance of maritime manufacturing in the EU as a foundation for maintaining a thriving **maritime logistical** sector;

Amendment

25. Underlines the importance of maritime manufacturing ***and equipment*** in the EU as a foundation for maintaining a thriving ***waterborne*** sector, ***for Europe's resilience and strategic autonomy, for promoting innovation, and for strengthening the EU's ambitions to lead the twin green and digital transitions;***

Or. en

Amendment 275
Josianne Cutajar

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. Highlights the importance of ports which are also key for the manufacturing

industry and which contribute significantly to the GDP by producing jobs and attracting both domestic and foreign direct investment; recognises that they are vital for islands and disadvantaged areas which rely on maritime transport for the supply of essential goods such as food and medicine;

Or. en

Amendment 276

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 25 a (new)

Motion for a resolution

Amendment

25a. *Asks the Commission to assess and lay down clear and operational classifications and definitions on maritime equipment and monitor patterns and changes in terms of market shares;*

Or. en

Amendment 277

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 25 b (new)

Motion for a resolution

Amendment

25b. *Calls on the Commission to research and assess the impact of Europe's dependence on foreign shipbuilding and maritime equipment manufacturing (especially equipment necessary for port infrastructure) and take adequate measures to enhance the competitiveness and resilience of Europe's shipyards and their entire*

supply chains;

Or. en

Amendment 278

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 25 c (new)

Motion for a resolution

Amendment

25c. Calls upon the European Commission to ensure a level playing field and that Europe's competitiveness in the waterborne ecosystem, including EU ports, is not undermined by distortive foreign subsidies; asks the Commission to identify possible legal gaps on Regulation (EU) 2022/2560 on competitive distortions from foreign subsidies and take legislative initiatives to solve these gaps;

Or. en

Amendment 279

Jutta Paulus

Motion for a resolution

Subheading 4 a (new)

Motion for a resolution

Amendment

[new heading]

Digitalisation

1. Underlines that digitalisation holds great potential in the form of new technologies for port call optimisation, which contribute to reducing waiting times for vessels in coastal waters and in ports; stresses that advanced navigation systems can contribute to fuel savings and emission reduction; emphasises that automatic identification systems increase safety at sea and enable enforcement of environmental provisions;

Amendment 280

Johan Van Overtveldt

Motion for a resolution

Paragraph 26

Motion for a resolution

26. Calls on the Commission to stimulate programmes for innovation and further port digitalisation, such as smart ports programmes, with a view to improving the efficiency, productivity *and* sustainability of ports;

Amendment

26. Calls on the Commission to stimulate programmes for innovation and further port digitalisation, such as smart ports programmes, with a view to improving the efficiency, productivity, sustainability of ports *and further expansion of cybersecurity infrastructure*;

Or. en

Amendment 281

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 26 a (new)

Motion for a resolution

Amendment

26a. Highlights the strong acceleration in the digitalization in many EU ports in recent years; believes this can be an enabler for Europe's competitiveness, energy transition and sustainability, innovation capacity, and fight against organized crime;

Or. en

Amendment 282

Petar Vitanov

Motion for a resolution

Paragraph 26 a (new)

Motion for a resolution

Amendment

26a. *Underlines the value of data-driven solutions such as digital twins to better understand and use large amounts of complex information, leading to better decisions on port infrastructure over its entire lifecycle;*

Or. en

Amendment 283
Johan Van Overtveldt

Motion for a resolution
Paragraph 26 a (new)

Motion for a resolution

Amendment

26a. *Underlines the importance of private investments in ports and that companies are the ones providing employment and innovation in and around ports;*

Or. en

Amendment 284
Johan Van Overtveldt

Motion for a resolution
Paragraph 26 b (new)

Motion for a resolution

Amendment

26b. *Underlines that in order to maintain the competitiveness of EU ports and the functioning of a possible European Port Strategy, excessive administrative burden should be avoided as this could undermine the working of such a strategy; stresses that ports already face a lot of red tape and that increasing this further threatens to defeat the purpose of creating a European Port Strategy in the first place;*

Amendment 285

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution

Paragraph 26 b (new)

Motion for a resolution

Amendment

26b. Underlines the importance of the creation of an enabling regulatory framework that ensures ports can be a front-runner in technological innovation; emphasizes that ports are critical infrastructure and that technological legislation should take this distinct nature into account and provide for a harmonised approach towards the use of innovative technologies;

Or. en

Amendment 286

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 26 c (new)

Motion for a resolution

Amendment

26c. Encourages the European Commission to support and facilitate the roll-out of digital innovations, such as drones, AI, smart shipping, etc., in the context of a port environment by allowing and encouraging for testbed environments;

Or. en

Amendment 287

Johan Van Overtveldt

Motion for a resolution
Paragraph 26 c (new)

Motion for a resolution

Amendment

26c. Stresses that a European Port Strategy should not be a protectionist measure and should maintain the competitiveness of ports as a main priority;

Or. en

Amendment 288

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution
Paragraph 27

Motion for a resolution

Amendment

27. Calls on the Commission to present a comprehensive port strategy addressing the aforementioned issues;

27. Calls on the Commission to present a comprehensive port strategy addressing the aforementioned issues, ***to recognize the strategic nature of ports as critical infrastructure and to anchor this in a holistic strategy that brings together a harmonized European view and vision;***

Or. en

Amendment 289

Mario Furore

Motion for a resolution
Paragraph 27

Motion for a resolution

Amendment

27. Calls on the Commission to present a comprehensive port strategy addressing the aforementioned issues;

27. Calls on the Commission to present a comprehensive port strategy ***focusing in particular on critical infrastructure and*** addressing the aforementioned issues;

Or. it

Amendment 290
Jan-Christoph Oetjen

Motion for a resolution
Paragraph 27

Motion for a resolution

27. Calls on the Commission to present a comprehensive port strategy addressing the aforementioned issues;

Amendment

27. Calls on the Commission to present a comprehensive port strategy ***regarding critical infrastructures*** addressing the aforementioned issues;

Or. en

Amendment 291
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero

Motion for a resolution
Paragraph 27 a (new)

Motion for a resolution

Amendment

27a. Asks the Commission to approach ports from a multi-disciplinary perspective, and as part of a waterborne ecosystem, and to come forward with such a holistic framework and strategy by the end of 2024;

Or. en

Amendment 292
Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution
Paragraph 27 b (new)

Motion for a resolution

Amendment

27b. Asks the Commission to raise awareness among and support Ports and relevant Member States authorities related to the implementation of existing

and new European initiatives and legislation;

Or. en

Amendment 293

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 27 c (new)

Motion for a resolution

Amendment

27c. Asks the Commission to take ownership in accelerating the green and digital transition, also by increasing its capacity in people and means to enhance dialogue and commitment with ports and relevant Member State authorities;

Or. en

Amendment 294

Kathleen Van Brempt, Vera Tax, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar

Motion for a resolution

Paragraph 27 d (new)

Motion for a resolution

Amendment

27d. Emphasizes that adequate funding and financing instruments will need to be allocated to ports to remain competitive, play an enabling role in the green transition, and contain risks of foreign influence; asks the Commission to increase the percentage funding designated to ports under the Connecting Europe Facility and Innovation Europe funding schemes;

Or. en

